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Prepared for Ai Group | November 2012

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Statement of Environmental Effects

Final

Report Job No. 12127 | Prepared by KDC Pty Ltd for Ai Group | November 2012

Prepared by	Kate Young	Prepared by	Benjamin Young
Title	Town Planner, KDC Pty Ltd	Title	Managing Director, KDC Pty Ltd
Signature		Signature	
	22 November 2012		22 November 2012
Reviewed by	Steve O'Connor		
Title	Partner, KDC Pty Ltd		
Signature			
Date	23 November 2012		

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Approved by	Peter Breckenridge
Title	General Manager Ai Group
Date	November 2012



KDC Pty Ltd • ABN 61 148 085 492 • www.kobydc.com.au
PO Box 320
Newcastle NSW 2300

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Executive Summary

The development to which this application relates is for the proposed construction of a 4 storey building to accommodate 40, two and three bedroom serviced apartments, construction of 2 independent single storey retail premises; landscaping and tree removal; associated car parking and access arrangements; signage; and 1 into a 3 lot subdivision.

The proposed apartments are primarily designed for short and long term corporate stays and tourist accommodation. All apartments are designed to be self-sufficient with the property being 4 to 4.5 star AAA rated. Details on the future tenants of the retail premises are not known at this stage, however the use of the two retail buildings will contribute to a vibrant and active streetscape on Railway Street (refer to graphic representation below).

Photograph 1 – Graphic representation of proposal



The site is currently vacant and centrally located within the Griffith CBD at 53 Railway Street (Lot 34, DP 884345). It is situated directly opposite Memorial Park and within walking distance of public services, facilities, shops and transport.

Under the provisions of the Griffith Local Environmental Plan 2002, the site is zoned Zone No 3(a) (General Business Zone). The proposal is permissible under the provisions of this plan and complies with the objectives and relevant standards contained within LEP 2002, and the requirements of Council Development Control Plans (DCPs) with exception of required site area for landscaping.

The Joint Regional Planning Panel will be the determining authority for this development application (DA), pursuant to *Schedule 4A Development for which regional panels may be authorised to exercise consent authority functions of Councils* of the Environmental Planning and Assessment Act 1979 (EP&A Act), as the proposed development is Council related development with a capital investment value (CIV) of more than \$5 million.

Although the site immediately adjoins the railway corridor to the north, there is no legislative requirement for referral to the Rail Authority. Notwithstanding, the Rail Authority will be publicly notified of the proposal as an adjoin landowner through Council's notification process.

In accordance with Clause 104 and Schedule 3 of *State Environmental Planning Policy (Infrastructure) 2007*, the proposed development is classified as traffic generating development and will need to be referred to the NSW Roads and Maritime Services (RMS).

The potential impacts from this proposal are addressed in this report and relate to building design, heritage, access, noise, landscaping and tree removal and social and economic impacts. Consideration has also been given to the safety and security of the development once operational and waste management practices to ensure appropriate waste management and waste minimisation in accordance with the principles of Ecologically Sustainable Development (ESD). The serviced apartments will employ strict management procedures for the premises to ensure that it is a safe, efficient and pleasant environment in which to work and stay.

In terms of the potential impact of the development on the surrounding Heritage Items and Banna Avenue Heritage Conservation Area, it has been established that the proposal is consistent with other development in the Conservation Area in terms of scale, form, materials and colours will have no adverse impact on the heritage significance of the heritage items or the Banna Avenue Heritage Conservation Area.

The proposal will result in positive social and economic impacts on the Griffith central business district (CBD) and will have a net community benefit to the future guests and customers of the serviced apartments and retail premises and the local and wider community.

Predicted noise levels from the adjoining railway line have been assessed as relatively low given the distance of the building to the actual railway line (40m), frequency of trains (an average of 2 per day) and slow train speeds past the site (<80km/h). The architectural design of the serviced apartments will be undertaken to achieve an internal noise criteria of 35 dB(A). It is unlikely that vibration levels would be at high enough amplitude or occur for significant duration to generate levels of vibration that would exceed current guideline criteria.

In summary, the site at 53 Railway Street represents an opportunity to contribute to the Griffith CBD streetscape a significant mixed use development with economic benefits to the township both during the construction period and ongoing once the development is operational. As demonstrated throughout this report, the proposal is satisfactory in terms of its permissibility, heritage conservation and amenity and environmental impact. The design and assessment undertaken in conjunction with proposed management practices will ensure minimal adverse impact as a result of the proposed development. Given the merit of the design of the proposal and the absence of any significant adverse environmental impacts, the granting of conditional development consent is considered to be in the public interest.

1 Introduction

This Statement of Environmental Effects (SEE) is submitted to Griffith City Council (Council) in support of a Development Application (DA) for the proposed construction of a 4 storey building to accommodate 40 serviced apartments; construction of 2 independent single storey retail premises; and subdivision of the land at 53 Railway Street, Griffith, NSW, 2680 (Lot 34, DP 884345).

Construction Certificates for the subdivision and three buildings will be sought separately to this application.

This SEE has been prepared by KDC Pty Ltd (KDC) on behalf of Ai Group. It describes the site, its environs, the proposed development and provides an assessment of the proposal in terms of the matters for consideration under Section 79C (1) of the *Environmental Planning and Assessment Act 1979* (EP&A Act 1979). It should be read in conjunction with the supporting documentation appended to this SEE.

In accordance with Clause 104 and Schedule 3 of *State Environmental Planning Policy (Infrastructure) 2007*, the proposed development is classified as traffic generating development and will need to be referred to the NSW Roads and Maritime Services (RMS).

1.1 Previous/Current Use

The site was originally part of the railway lands it adjoins. It is currently vacant urban land located within Griffith Central Business District (CBD).

1.2 Consultation

Two pre lodgment meetings have been held with Griffith City Council representatives on the 26th September and the 30th October 2012. Items raised in the meetings include:

- Inclusion of subdivision as part of the DA;
- Staged construction of the retail components and serviced apartments;
- Notification to the Rail Authority;
- Heritage Impacts;
- Access - in particular for trucks;
- Off-Street parking;
- Stormwater Management; and
- Sewer capacity.

These items have been addressed in the preparation of the SEE and associated specialists reports.

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2 Site Analysis

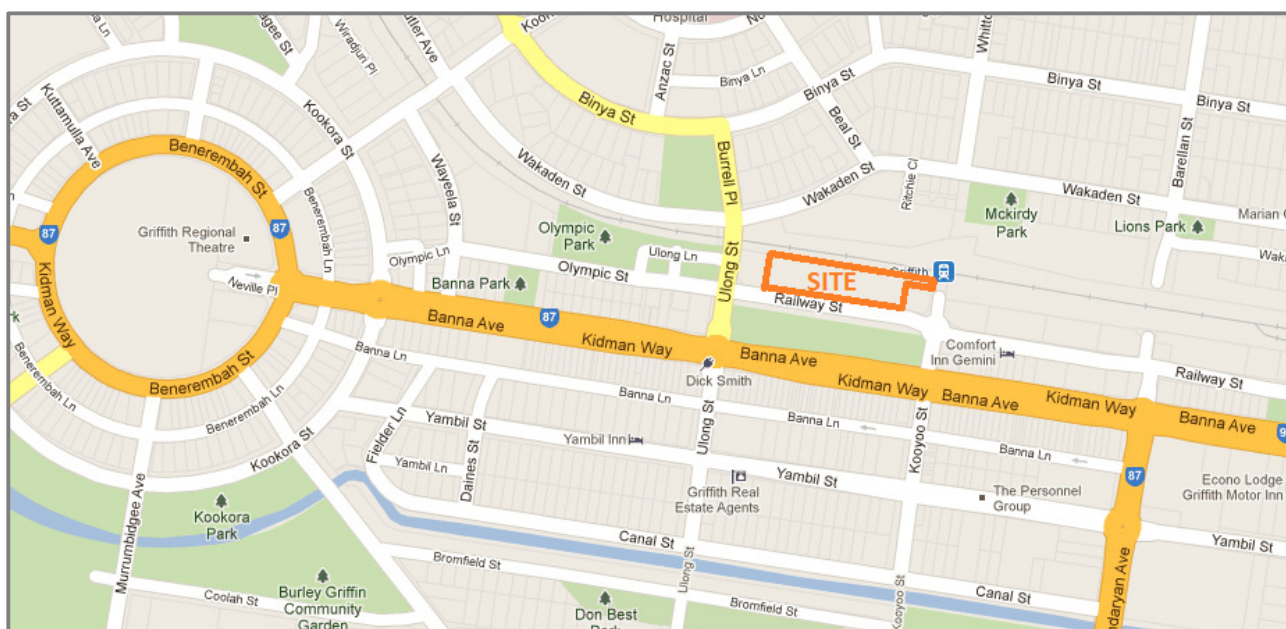
2.1 Site Location and Context

The site is located on the northern side of Railway Street, within the Griffith CBD in the Griffith Local Government Area (LGA). It is situated opposite Memorial Park with land adjoining the site to the east and west currently vacant and identified as future Council car parks.

The railway line is located immediately to the north of the site with Griffith Train Station located at the northern end of Kooyoo Street. The intersection of Kooyoo Street and Railway Street is controlled by a 4-way roundabout. The site is located one block north of the main street and is in close proximity to shops, banks, schools, restaurants, pubs and local services and amenities.

The streets within Griffith are wide and Banna Avenue to the south contains a median strip with established trees, landscaping and grassed verges. The site is identified in Figure 1 - Locality Plan.

Figure 1- Locality Plan



2.2 Site Description

The site is 10,047m² in area and is relatively flat, undeveloped land (refer to Figure 2). The land is primarily cleared of vegetation with the exception of 2 established eucalypt trees located near the southern periphery of the site (refer to survey plan at Appendix J for exact location).

The site has approximately 197m of road frontage to Railway Street to the south and 5m to Kooyoo Street to the east. There are no formal vehicular crossing points or pedestrian access into the site.

Figure 2- Aerial Photograph



The following photographs provide visuals of the site.

Photograph 2 – View of site from corner of Ulong Street and Railway Street



Photograph 3 – View of 2 gum trees to be removed to accommodate the development

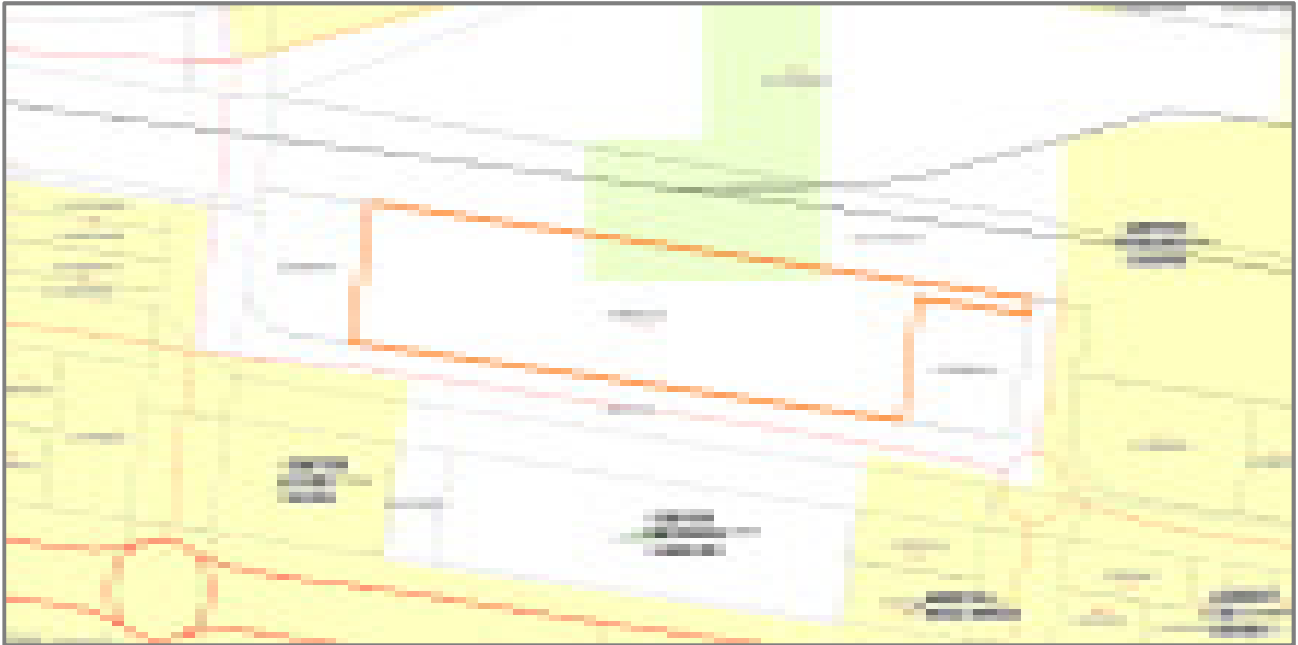


Photograph 4 – View of site from Railway Street looking west



The site is legally described as Lot 34, DP 884345. Refer to Figure 3 – Cadastre (see below for further details).

Figure 3 - Cadastre



2.3 Surrounding Development

North

The railway line adjoins the site immediately to the north. Beyond the rail corridor are residential lands.

East

Within the same block as the site is a parcel of Council owned land, currently vacant but identified as future 'car parking'. At the end of Kooyoo Street is Griffith Train Station and car park. Further east of the roundabout along Railway Street are Griffith Police station, the Comfort Inn and a Thirsty Camel Bottle Shop (amongst other uses).

West

Immediately adjoining the site to the west is a second parcel of Council owned land also vacant and identified as future 'car parking'. Beyond Ulong Street, Railway Street runs into Olympic Street and commercial buildings typical to a CBD location are located along this street. Olympic Park is also situated due west of the site.

South

On the opposite side of Railway Street is a car parking area running parallel with the road network and some street trees. Heritage listed Memorial Park is located south of the car park. The park is landscaped and consists of established vegetation. The Post Office and Courthouse are also situated in this block. Further south of the park is the Griffith CBD consisting of single to multi-storey masonry buildings.

Photograph 5 – View of Railway Street, car parking and Memorial Park opposite the site



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3 Description of Proposed Development

This section of the report provides a detailed description of the proposed development.

3.1 Elements of the Proposed Development

The proposed development includes:

- Subdivision of the site into 3 lots;
- Construction of a 4 storey building to accommodate 40 serviced apartments;
- Construction of 2 x single storey buildings for retail uses;
- Tree removal and landscaping;
- Associated onsite car parking and access arrangements; and
- Signage.

3.2 Subdivision

The proposal incorporates the Torrens title subdivision of the existing lot into 3 separate lots.

The areas of the proposed lots are as follows:

- Lot A – 3,445m²;
- Lot B – 3,053m²; and
- Lot C – 3,549m².

Two proposed points of access into the lots will be provided off Railway Street with appropriate right of ways created for ease of access between the lots internally. A third access point is provided from Kooyoo Street into proposed Lot C for delivery and waste management vehicles. Refer to the Draft Subdivision Plan prepared by PHL consulting surveyors included at Appendix J.

Associated civil works will be undertaken on each lot as required to ensure all lots are appropriately serviced and ready for future development.

3.3 Serviced Apartments

The proposed serviced accommodation building will contain a total of 40 apartments and consist of the following across 4 levels:

Ground Floor (approx. floor area 1,104m²)

- Entry foyer/reception
- 2 x offices
- 1 x linen store
- Conference room
- Gym
- Toilets
- 7 x apartments (2x2bed + 4x2bedTK + 1x3bedTK)
- Lift/stairs

Level 1 (approx. floor area 1,104m²)

- 11 x apartments (4x2bed + 6x2bedTK + 1x3bedTK)
- 1 x linen store
- Lift/stairs

Level 2 (approx. floor area 1,104m²)

- 11 x apartments (4x2bed + 6x2bedTK + 1x3bedTK)
- 1 x linen store
- Lift/stairs

Level 3 (approx. floor area 1,104m²)

- 11 x apartments (4x2bed + 6x2bedTK + 1x3bedTK)
- 1 x linen store
- Lift/stairs

The building will have a total Gross Floor Area (GFA) of 4,416m² excluding circulation areas, lifts, stairs, balconies and plant). Car parking for the serviced apartments will be wholly contained within proposed Lot B. A schedule of accommodation is provided below:

Table 1 – Schedule of Accommodation

Level	2 bed	2 bed Twin Key	3 bed Twin Key	Total
G	2	4	1	7
1	4	6	1	11
2	4	6	1	11
3	4	6	1	11
Total	14	22	4	40

The full set of Architectural Plans prepared by McCabe Architects is attached at Appendix A.

3.3.1 Design Features

The proposed building is of a modern design, with high quality materials and finishes. The serviced apartment building has been designed to be articulated, and positively presented to the Railway streetscape. It includes clear vertical lines and features balconies and awnings, windows and doors of varying sizes and shapes. Combined with a variety of materials to be used as façade treatments, these features ensure that expansive amounts of blank wall are prevented.

The Railway Street elevation of the apartments is shown in Figure 4.

Figure 4 – Railway Street Elevation



The building will have a flat roof stepped at varying heights with the point of entry from Railway Street accentuated. The proposal also incorporates a parapet, extending above the roofline and screening the roof

top from the street; this parapet will ensure that no visual impact occurs as a result of the plant platform and lift overrun to be located on the roof.

3.3.2 Materials and Finishes

The proposal incorporates a variety of materials, finishes, and features, these include:

- Precast concrete panels;
- Painted precast concrete panels
- precast concrete panels with feature formliner;
- Face brickwork;
- Glass panels to stainless steel frame;
- Perforated metal balustrade;
- Painted compressed cement sheet cladding;
- Colorbond ultra finish;
- Aluminium-framed windows and doors;
- Recycled hardwood timber feature;
- Timber battens on galvanized steel frame;
- Feature powder coated al slats;
- Prefinished compressed panel; and
- Colorbond roller shutter door.

These materials, finishes and features are suitable for the type of development proposed, whilst being compatible with the surrounding CBD area. Selected architectural features and finishes will ensure that the building is visually interesting whilst providing a positive aesthetic contribution to the surrounding area.

The proposed building works have been designed to be sympathetic to the heritage significance of the heritage buildings in the vicinity of the site as well as the Banna Avenue Heritage Conservation Area.

3.4 Operational Details of Serviced Apartments

The proposed development will comprise 40 apartments which are primarily designed for short and long term corporate stays and tourist and visitor accommodation. All apartments are designed to be self-sufficient, whereby there is no demand for the provision of restaurants, bars and other associated facilities. It is anticipated that the property will be 4 to 4.5 star AAA rated. A Plan of Management (PoM) for the operation of the apartments has been prepared and is included at Appendix H.

The property will provide the following services for guests:

- Daily servicing Monday to Saturday unless otherwise negotiated;
- Valet and dry cleaning;
- High speed internet, Foxtel etc.;
- Restaurant charge back; and
- Breakfast packs and pantry shopping.

3.4.1 Waste Collection

Private waste collection contractors will be responsible for providing a waste removal service for the serviced apartments, including the supply and maintenance of all equipment and the coordination of this service with the cleaning service. Based on the waste volume calculations provided in Section 5, it is expected that a twice weekly collection will be required. If required, a more frequent pick service could be available on a contingency basis, and would be coordinated by the on site manager.

A refuse area is provided on the western side of the building facing the car park area. It will be screened with 1.7m timber battens on steel frame. Waste collection will occur either within the site or at kerb side. All private rubbish collection will occur at predetermined times where car park activity and road activity on Railway Street are at their lowest to ensure minimal disruption.

3.4.2 Staff Numbers

Depending on occupancy, it is expected the proposed facility will have the following full time equivalent staff on duty:

- Morning/Day shift (7am to 3pm)
 - 1 to 2 Manager / Deputy Manager
 - 2 to 3 Reception staff
 - 1 Maintenance staff
 - 6 to 8 Room Attendants
- Afternoon/Night Shift (3pm to 11pm)
 - 1 Duty Manager
 - 1 to 2 Reception staff
- Overnight Shift (11pm to 6am)
 - 1 on site manager

In addition, on special event evenings such as New Year's Eve, there will be an additional reception staff employed.

The on site manager will be a permanent employee responsible for the welfare of the guests. The on site manager is the contact point for guests in the event of an emergency and will be present on site at all times. The on site manager's contact details will be listed in all rooms compendiums. In case of emergency the on site manager will be able to contact the appropriate emergency agency or co-ordinate the emergency. This system is successfully used at other self-serviced apartments.

3.4.3 Car Parking and Deliveries

Each car park space will be clearly identified and retained for the exclusive use of guests and staff. Due to the nature of the business operation, the guest car park use is predominately required between the hours of 6pm to 8am, and staff parking required is utilised between the hours of 8.30am to 3.30pm.

All deliveries to the apartments will be made via Koyoo Street. Given the nature of the proposal, there will be low service/delivery demands associated with the development. Service vehicles will typically be small vans such as a Toyota Hi Ace and these vehicles can park within the parking bays on site as required.

3.4.4 Guest Accommodation Policy

The guest accommodation policy is included in full within the Plan of Management included at Appendix H. It covers such aspects as alcohol and drugs policy, guest behaviour, no party policy, visitor policy, length of stay and accommodation policy.

3.5 Retail Premises

The 2 retail premises will sit on separate lots located either side of the serviced apartment building and will be single storey 6m in height. The buildings will have an entry feature that will extend to approximately 7m high. Covered pedestrian walkways will provide a link between the retail elements and the serviced apartments.

The retail premises on proposed Lot A is proposed to have a Gross Floor Area (GFA) of 1,360m² plus a loading dock at the rear of the building. The retail premises on proposed Lot C is proposed to have a Gross Floor Area (GFA) of 1,230m² plus loading dock. Refuse areas are located within each lot near the loading dock and will be screened with 1.7m timber battens on steel frame.

The future intended tenants of the retail premises are not known at present and further detailed application(s) will be submitted if necessary to occupy the premises.

Two points of vehicular access to the retail premises are directly available off Railway Street with an additional access point from Kooyoo Street.

3.6 Traffic, Parking and Access

3.6.1 Access

As stated above there are three separate vehicular access points into the development, two from Railway Street primarily for customers and patrons to the facilities and one from Kooyoo Street exclusively for trucks.

Notwithstanding, delivery trucks for Retail premises A will enter the site from the western Railway Street access point and maneuver within the site to reverse into the loading dock area. The truck will then exit in a forward facing direction via Kooyoo Street. Delivery trucks for Retail premises C will enter via Kooyoo Street and maneuver within the site to reverse into the loading dock area. The truck will then exit in a forward facing direction via the eastern Railway Street access point. Turning circles for a 19m articulated truck are provided on the Traffic Management Plan at Appendix B. As can be seen on this plan, 6 parking spaces will be affected by the trucks movements. These spaces will be marked as staff parking so that they can be appropriately vacated (if required) when a delivery occurs. A Safety Management Plan will be developed and implemented to assist the truck driver when accessing the loading dock to ensure the reverse movement within the car park area can be completed in a safe manner.

3.6.2 Pedestrian Access

Pedestrian access (including disabled access) to the development will be available via footpaths on Railway Street and the open car park areas adjoining the buildings.

3.6.3 Traffic

The internal roadway will operate as shared ways with appropriate low speed zone. Directional signage within the site will ensure the orderly flow of traffic, pedestrians and bicyclist. The site is located in the Griffith CBD and the surrounding street network is capable of supporting the expected increase in traffic generated by this development.

3.6.4 Parking

The car park has been designed with an open layout with convenient vehicular access between the lots, however adequate provision of parking is provided independently within each lot for the proposed use. The following table shows the breakdown of the car parking areas:

Table 2 – Car park allocation breakdown

Lot Number	Use	Number of Parking spaces provided
Proposed Lot A	Retail premises	45
Proposed Lot B	Serviced apartments	50
Proposed Lot C	Retail premises	45
Total		140

A total of 140 parking spaces including 6 accessible parking spaces and 9 motorcycle parks will be provided to service the development. The accessible parking spaces will be delineated with a line marked perimeter and the international symbol in accordance with AS148.1. The apartments and retail premises will also provide bicycle racks at the front of each building. A portion of the car parking areas within Lot A and B will be shaded with a sunshade (refer to Architectural plans at Appendix A).

3.7 Stormwater Management

A portion of the stormwater from the roof of the serviced apartments will be directed to a reuse tank for reuse within the building. The remainder of the roof areas, the run off from the car parking areas and external courtyard areas as well as the overflow from the reuse tank will discharge to an onsite detention tank. The detained flow will be discharged to the existing stormwater infrastructure in Railway Street. Refer to the stormwater management plans at Appendix F.

3.8 Landscaping and Tree Removal

Two existing trees located on the site are required to be removed to accommodate the proposed works (refer to survey plan at Appendix J). The site will incorporate replacement amenity landscaping including street trees, large and medium deciduous shade trees in the car park area, large evergreen shrubs around the apartment building, understory mass planting at the front, side and rear of the apartment building, and a variety of pavement treatments to distinguish pedestrian movement areas. Refer to the Landscape Concept Plan contained at Appendix I for full details on the proposed landscape design.

3.9 Signage

As future occupants of the development are not confirmed at this stage, exact details and specifications on signage cannot be provided, however the architectural plans nominate designated signage locations and size on the elevations provided in Appendix A.

3.10 Construction Management

Construction Certificates for the subdivision and three buildings will be sought separately to this application. Construction Management Plans will be prepared by the civil contractors and submitted to the Certifier for approval prior to the issue of the Construction Certificates.

4 Relevant Legislation and Planning Controls

The following legislation, Environmental Planning Instruments (EPIs) and Development Control Plans (DCPs) are relevant to the proposed development:

- Environmental Planning and Assessment Act 1979 (EP&A Act);
- Contaminated Land Management Act 1997;
- Roads Act 1993;
- State Environmental Planning Policy (SEPP) (State and Regional Development) 2011;
- State Environmental Planning Policy (SEPP) Infrastructure 2007;
- State Environmental Planning Policy (SEPP) 64 - Advertising and Signage;
- Griffith Local Environmental Plan 2002;
- Griffith Development Control Plans; and
- Griffith Council Policies;

4.1 Acts

4.1.1 Environmental Planning and Assessment Act 1979

Under *Schedule 4A Development for which regional panels may be authorised to exercise consent authority functions of councils* of the EP&A Act, the application will be referred to the Joint Regional Planning Panel (JRPP) for determination as the proposed development is Council related development with a capital investment value (CIV) of more than \$5 million.

Schedule 4A, Section 4 Council related development over \$5 million states:

Development that has a capital investment value of more than \$5 million if:

- (a) a council for the area in which the development is to be carried out is the applicant for development consent, or*
- (b) the council is the owner of any land on which the development is to be carried out, or*
- (c) the development is to be carried out by the council, or*
- (d) the council is a party to any agreement or arrangement relating to the development (other than any agreement or arrangement entered into under the Act or for the purposes of the payment of contributions by a person other than the council).*

The proposed development is also Integrated Development under Section 91 of the EP&A Act 1979 as it requires approval under Section 138 of the Roads Act 1993.

4.1.2 Contaminated Land Management Act 1997

A Phase 2 Environmental Assessment was undertaken by Aitken Rowe Testing Laboratories (ART) at the site on behalf of Council and provided by the vendor (Council) at the time of sale (refer to Appendix C). Based on the test results and information obtained for the Environmental Assessment, the site is considered 'clean' and acceptable for sensitive land uses. No further investigation is required in regards to the Asbestos, TPH, BTEX, PAH and Heavy Metal contamination assessment of the underlying materials.

4.1.3 Roads Act 1993

Under Section 138 of the Roads Act, consent is required from the appropriate roads authority to:

- (a) erect a structure or carry out a work in, on or over a public road, or*
- (b) dig up or disturb the surface of a public road, or*

- (c) remove or interfere with a structure, work or tree on a public road, or*
- (d) pump water into a public road from any land adjoining the road, or*
- (e) connect a road (whether public or private) to a classified road,*

As the proposal requires two new access points to Railway Street and one from Kooyoo Street, a Section 138 approval from Council is required.

4.2 State Environmental Planning Policy

4.2.1 SEPP (State and Regional Development) 2011

This policy identifies development that is State significant development, State significant infrastructure and critical State significant infrastructure. It also confers functions on Joint Regional Planning Panels to determine certain development applications.

Pursuant to *Part 4 Regional Development* of SEPP (State and Regional Development) 2011, the DA will be determined by the Western Joint Regional Planning Panel as the CIV exceeds \$5 million.

4.2.2 State Environmental Planning Policy (SEPP) Infrastructure 2007

Clause 104 (3) of the Infrastructure SEPP states the following:

(3) Before determining a DA for development to which this clause applies, the consent authority must:

(a) give written notice of the application to the RTA within 7 days after the application is made, and

(b) take into consideration:

(i) any submission that the RTA provides in response to that notice within 21 days after the notice was given (unless, before the 21 days have passed, the RTA advises that it will not be making a submission), and

(ii) the accessibility of the site concerned, including:

(A) the efficiency of movement of people and freight to and from the site and the extent of multi-purpose trips, and

(B) the potential to minimise the need for travel by car and to maximise movement of freight in containers or bulk freight by rail, and

(iii) any potential traffic safety, road congestion or parking implications of the development."

As the proposal involves 'shops' greater than 2,000m² as described under Schedule 3 Traffic Generating Development of the SEPP, referral to the NSW Roads and Maritime Services (RMS) is required. The accessibility of the site and any potential traffic safety, road congestion or parking implications have been assessed by Better Transport Futures which is provided in Appendix B. Traffic, access and car parking are further discussed in Section 5.2 of this report.

Pursuant to Division 15 Railways, Subdivision 2 Development in Rail Corridors, Clause 87 Impact of rail noise or vibration on non-rail development of SEPP Infrastructure, a building for residential use that may be adversely affected by rail noise or vibration must not exceed the following LAeq levels:

(a) in any bedroom in the building—35 dB(A) at any time between 10.00 pm and 7.00 am,

(b) anywhere else in the building (other than a garage, kitchen, bathroom or hallway)—40 dB(A) at any time.

As the proposal includes serviced apartments which are defined under the LEP as a 'motel' and under the Standard Instrument Order 2006 as 'tourist and visitor accommodation', the proposal technically does not include a building for 'residential use' and clause 87 does not apply to the proposal.

Notwithstanding, the acoustic advice provided by EMM consultants at Appendix K demonstrates that based on the distance from the rail line and speed of train travel along this track, the site is located in Zone B (greater than 25m separation and less than 80km/h train speeds). Sites located within Zone B do not warrant a detailed acoustic assessment and standard Category 2 mitigation measures (as per appendix C of the 'Development Near Rail Corridors and Busy Roads – Interim Guideline') are expected to provide adequate attenuation for building occupants.

It should be noted that adopting these criteria for serviced apartments is conservative considering the occupancy of these premises is temporary. The architectural design of the serviced apartments will be undertaken having regard to the recommended internal noise criteria of 35 dB(A).

Although the development site is located immediately adjacent to the rail corridor, Clause 85 of the SEPP specifies only the following as development required to give written notification to the Rail Authority:

- (a) is likely to have an adverse effect on rail safety, or*
- (b) involves the placing of a metal finish on a structure and the rail corridor concerned is used by electric trains, or*
- (c) involves the use of a crane in air space above any rail corridor.*

Given the proposal does not fulfill any of these criteria, formal referral to the Rail Authority is not required under SEPP Infrastructure.

4.2.3 State Environmental Planning Policy 64 Advertising and Signage

Clause 8 of SEPP 64 states the following:

"A consent authority must not grant development consent to an application to display signage unless the consent authority is satisfied:

- (a) that the signage is consistent with the objectives of this Policy as set out in clause 3 (1), and*
- (b) that the signage the subject of the application satisfies the assessment criteria specified in Schedule 1."*

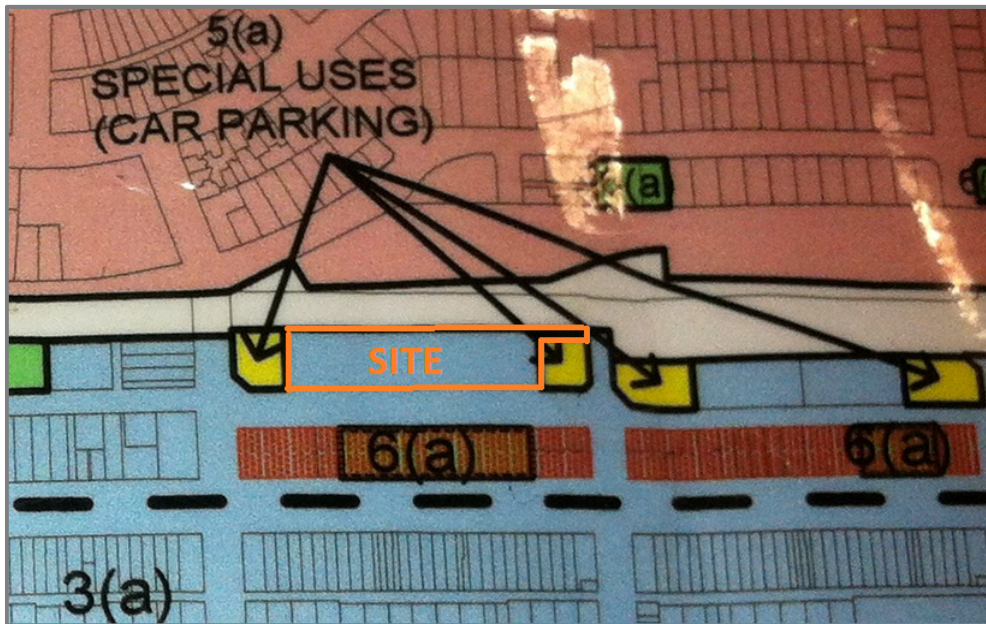
Although exact details of signage for each building are not known at this stage, signage panels including height and dimensions are identified on the architectural plans. It is considered that the proposed signage panels satisfy the relevant criteria as described in clause 8 of SEPP 64. Consistency of the development with clause 3(1)(a) is discussed further in Section 5 of this report and a detailed assessment of the proposal against the Schedule 1 assessment criteria is provided in Appendix L.

4.3 Local Environmental Plan

4.3.1 Griffith Local Environmental Plan (LEP) 2002

Under the provisions of the Griffith LEP 2002, the site is zoned Zone No 3(a) (General Business Zone) (refer to Figure 3).

Figure 5 - Zoning Map Extract



The objectives of the 3(a) General Business zone are as follows:

- (a) To provide for and encourage the development and expansion of business activities that will contribute to the economic growth and employment opportunities within the City of Griffith, and*
- (b) To encourage the continued growth of the business area of Griffith as the commercial, retail and administrative centre of the City of Griffith and surrounding areas and to reinforce particularly the concentrated retail core as the prime business area of the City of Griffith, and*
- (c) To permit a wide range of uses within the zone that are associated with, ancillary to or supportive of retail and service facilities within the zone, and*
- (d) To ensure there is adequate provision within the zone for car parking and recreational and social facilities, and*
- (e) To minimise conflicts between pedestrian and vehicular movement within the business areas, and*
- (f) To enable the development of land within the zone for commercial and retail purposes, and*
- (g) To enable industrial development on land within the zone that is compatible with existing commercial and retail development, and*
- (h) To enable development within the zone that is associated with, ancillary to or supportive of, commercial or retail development, and*
- (i) To enable the development of land for other purposes where the consent authority is satisfied that such a use will not detrimentally affect the amenity of any existing or proposed nearby development, and*
- (j) To enable development of land within this zone for residential purposes where the Council is satisfied that adequate amenity will be provided for residents of residential buildings and the land will not be required for commercial or retail use.*

The proposal will support the functions of the Griffith CBD as a retail, commercial and administrative centre by providing accommodation for visitors and travelling professionals as well as expanding the provision of retail activity. The proposal is therefore considered to satisfy the relevant objectives of the 3(a) General Business zone.

Permissibility

Under this planning policy, the proposed serviced apartment development is defined as a “motel” and the retail premises are defined as “shop or shopping centre”. Extracts of the definitions taken from the Griffith LEP 2002 are as follows:

motel means a building or buildings (other than a hotel, boarding house or residential flat building) substantially used for the overnight accommodation of travellers and the vehicles used by them whether or not the building or buildings are also used in the provision of meals to those travellers or the general public.

shop or **shopping centre** means a building or place used for the purpose of selling, exposing or offering for sale by retail goods, merchandise or materials, but (in the table to clause 10) does not include a building or place elsewhere specifically defined in this Dictionary or a building or place used for a land use elsewhere specifically defined in this Dictionary.

The proposed uses are permissible in and compatible with the 3(a) General Business Zone with development consent. It is also proposed to subdivide the land into 3 lots as part of the development proposal, create three new access points to existing public roads and undertake landscaping and remove 2 trees in conjunction with the development proposal.

Clause 24 – Tree preservation

A Tree Preservation Order applies to the site. In conjunction with the approval of the proposed development, consent is sought for the removal of two eucalypt trees located on the site. Replacement landscaping is proposed to be undertaken in conjunction with the new development.

Clause 37 – Development within the vicinity of a heritage item

Before granting consent to development in the vicinity of a heritage item, the consent authority must assess the impact of the proposed development on the heritage significance of the heritage item and of any heritage conservation area within which it is situated. A Statement of Heritage Impact (SoHI) has been prepared to determine the suitability of the design and the heritage impact of the proposal.

Clause 57 - Availability of essential services

Consent must not be granted to the carrying out of development on any land unless:

(a) a potable water supply and facilities for the removal or disposal of sewage and drainage water are available to that land, or

(b) arrangements satisfactory to the Council have been made for the provision of that supply and those facilities.

Essential services are available to the site including water and sewer and provision has been made to ensure ongoing supply to satisfy the demand created by the development.

Clause 58 – Advertisements

Consent must not be granted to the display of an advertisement unless:

(a) the advertisement relates to the use of the land on which it is to be displayed, or

(b) the advertisement indicates the location of tourist facilities or activities, or places of scientific, historical or scenic interest.

There are no advertisements proposed, only business identification signage that relates to the future uses of the site.

Schedule 6- Heritage Conservation

There are a number of individually listed heritage items in Schedule 6 of the LEP in the vicinity of the subject site including the Commonwealth Bank, Lyceum Theatre, Victoria Hotel and St Alban's Church of England. The SoHI included as Appendix G outlines these items in further detail.

Unless stated otherwise the proposal is consistent with the relevant provisions of Griffith LEP 2002.

4.4 Development Control Plans

4.4.1 Griffith Development Control Plans (DCPs)

The Griffith DCP controls relevant to the proposed development are:

- DCP 11- Urban Subdivision;
- DCP 19 – Mixed Development; and
- DCP 20 – Parking 2011.

The proposal is consistent with the relevant provisions of Griffith DCPs. Refer to the DCP compliance table contained at Appendix D.

4.5 Griffith Council Policies

The Griffith Council policies relevant to the proposed development are:

- Engineering guidelines for subdivision and development standards;
- Pedestrian access and mobility plan;
- Advertising signs;
- Buildings - access and facilities for disabled persons;
- Buildings - floor height;
- On-site detention policy;
- Road opening permit;
- Sewer discharges to;
- Stormwater drainage disposal; and
- Tree preservation order.

Refer to Appendix D of this report for the Council Policy compliance table.

4.6 Concurrences and Referrals

Approval is required under Section 138 of the Roads Act as the proposal includes two new crossovers to Railway Street and one to Kooyoo Street.

In accordance with Clause 104 and Schedule 3 of *State Environmental Planning Policy (Infrastructure) 2007*, the proposed development is classified as traffic generating development and as such requires referral to the RMS (formerly RTA).

5 Assessment of Planning Issues

The following is an assessment of the environmental effects of the proposed development as described in the preceding sections of this report. The assessment considers only those matters under Section 79C (1) of the EP&A Act 1979 that are relevant to the proposal.

5.1 Compliance with Planning Instruments and Controls

The proposal either complies with, or is consistent with, all relevant planning instruments and controls set out in Section 4 of this report, in that:

- The proposal is permissible and consistent with the objectives of the 3(a) General Business zone under the Griffith LEP 2002;
- It is generally consistent with the specified provisions within the Griffith DCPs;
- Proposed signage panels indicated on the plans are consistent with the assessment criteria under SEPP 64; and
- The proposal meets the traffic and access requirements under SEPP Infrastructure and will comply with the relevant noise and vibration guidelines as referred to in the SEPP.

5.2 Traffic Management

Potential impacts resulting from the proposal in relation to traffic and access have been assessed by Better Transport Futures in a Traffic Report contained at Appendix B. The traffic report considers the site and proposal as well as Council's DCP and the RTA Guide to Traffic Generating Developments.

5.2.1 Parking

Under Council's DCP No 20 Off-Street Parking 2011, the following parking requirements apply to the proposed development.

Table 3 – Parking Requirements (DCP)

Land Use	Standard	Car Spaces Required	Car Spaces Provided
Business Premises (retail premises) Proposed Lot A	1 space per 50m ² GFA within CBD	GFA 1,370m ² = 27 spaces required	45
Residential Accommodation (Serviced Apartment)	1.25 spaces per serviced apartment	40 apartments = 50 spaces required	50
Business Premises (retail premises) Proposed Lot C	1 space per 50m ² GFA within CBD	GFA 1,230m ² = 25 spaces required	45
TOTAL		102	140

The proposal provides a total of 140 spaces (including 6 disabled spaces near the entry to the buildings) which exceeds the DCP requirement. A further 9 spaces are provided for motorbikes and 3 separate bike racks for bicycles in accordance with the DCP.

All car parking areas have been designed to comply with AS/NZ 2890.1:2004 – Parking facilities- off street car parking and AS/NZ 2890.6:2009- Parking facilities –off street parking for people with disabilities.

5.2.2 Circulation

All vehicles will be able to enter and exit the site in a forward direction and the internal site layout will be designed and constructed in accordance with Council requirements. There are no vehicle queues expected at the site entry/ exit points.

5.2.3 Traffic Generation

The retail element could generate daily flows in the order of 228 vehicle movements, allowing a reduction of 30% due to the lower rates typically associated with development in rural NSW. This could be further reduced due to shared trips to the adjacent shopping strip on Banna Avenue. The apartments will typically generate a single vehicle movement in the peak hours, similar to a hotel use.

It is considered that that traffic impacts associated with the proposal will be reasonably low and within the capacity of the local roads. The retail element will complement the existing shopping strip and will not generate additional traffic movement to this area of Griffith but will allow for diversion of trips into and out of the development site. The apartments will generate low traffic numbers which could be lower in this location due to local attractions within walking distance of the site.

5.2.4 Road Safety

The relatively low overall traffic flows associated with the development will have minimal impact upon the road safety in the locality of the site. The driveways are located on straight sections of the road and offer good visibility for drivers entering and exiting the site with sight distances exceeding 100m in both directions on Railway Street.

5.2.5 Impact from Construction Traffic

The majority of the construction work will be contained within the site so there will be minimal impact upon the external road network. Specific details on construction traffic movement numbers will be addressed as part of the Construction Management Plan including construction traffic associated with workers and access for construction machinery into the site.

The Traffic report undertaken by Better Transport Futures concludes that the proposed development provides safe access exceeds Council's parking requirement, and the additional traffic movements will have an acceptable impact on the operation of the local road network adjacent to the site. The development is therefore satisfactory on traffic and access grounds.

5.3 Subdivision

The proposal includes the subdivision of the existing Lot 34, DP 884345 into 3 Torrens Title Lots. Refer to the Draft Subdivision Plan prepared by PHL Surveyors included at Appendix E.

The areas of the proposed lots are as follows:

- Lot A – 3,445m²;
- Lot B – 3,053m²; and
- Lot C – 3,549m².

The proposal represents a logical subdivision of the land to match the proposed future users on the site. Appropriate right of ways will be created to allow efficient internal traffic circulation.

5.4 Construction Management

Construction works will be undertaken in accordance with the relevant Australian Standards and Council requirements. Specific measures relating to waste, noise, odour and dust from construction activities are outlined below.

5.4.1 Waste

A Waste Management Plan (WMP) which outlines the proposed waste management procedures for implementation during construction works will be submitted with the Construction Management Plan prior to commencement of works.

Details of waste management practices to be utilised are as follows:

- Waste products will be stored in a manner that does not pose harm to the environment;
- Skip bins will be provided to contain waste materials and spoil;
- Any contaminated products will be classified and disposed of to legally operating waste management facility;
- Materials will be segregated for reuse or recycling and will not be mixed with other waste;
- Spoil material that cannot be reused on site, will be disposed to an appropriate waste management facility;
- Vehicles used for transportation will be securely covered to prevent waste spillage during removal;
- Storage containers will be secured on vehicles;
- Only compatible wastes will be transported together;
- Recyclable waste will be taken to recycle centres;
- Other waste will be disposed to licensed waste management centres; and
- A Waste Register form will be kept on site to capture waste management on site.

5.4.2 Noise

Noise and vibration from onsite activity will be restricted to reasonable levels. Use of equipment that may generate excessive noise or vibration will be managed in accordance with the relevant NSW Interim Construction Noise Guidelines and the relevant Australian Standards.

All equipment and machinery will operate in an efficient manner to minimise the emission of noise. Construction works will take place during the permissible hours of operation as detailed by the consent, this will ensure minimal impact on the nearest noise sensitive receptors (residents).

5.4.3 Odour

No offensive odours will be detected at any boundary during the proposed construction works. The following odour minimization procedures will be employed if deemed necessary:

- Use of appropriate covering techniques such as the use of plastic sheeting to cover any stockpiles;
- Use of fine mist sprays; and
- Adequate maintenance of equipment and machinery to minimise exhaust emissions.

Given that this proposal is for construction of a serviced apartment's complex and retail premises it is considered that there will be a minimal impact on surrounding premises from any potential odours associated with the works.

5.4.4 Dust

The works will be conducted in a manner that minimises the spread of dust. Dust control measures enacted will be consistent with the Australian Standards so that dust emissions shall be confined within the site boundary. The following dust control procedures will be implemented;

- Securely covering all loads entering or exiting the site;
- Use of water sprays across the site to suppress dust;
- Covering of all stockpiles of contaminated soil remaining in place for more than 24 hours; and
- Keeping surfaces moist.

5.5 Operational Waste Management

Waste avoidance is a priority on this project, followed by reuse of waste products, and then recycling, with disposal of waste as a last resort. Waste generated from the operation of the serviced apartments and retail premises will be stored and disposed of in accordance with best practice.

The estimated ongoing waste generation rates (assuming 100% occupancy) for the serviced apartments is as follows:

General Waste

Total 84 beds @ 5L/bed/day = 420L/day = 2,940L/week

Recyclable Waste

Total 84 beds @ 1L/bed/day = 84L/day = 588L/week

A twice weekly pickup will require that 7 x 240L bins for general waste and 2 x 240L bin for recycling are provided to accommodate the total waste from the apartments.

Note - While every effort is made to accurately estimate waste generation rates, the final sizing of waste storage spaces and frequency of waste collection will be subject to actual ongoing waste generation. Waste volumes have been estimated after discussions with private collection companies and from previous operational experience.

As the tenants of the two retail premises are not confirmed, it is difficult to accurately predict waste volumes. Nonetheless, refuse areas are provided at the rear of the premises near the loading docks which will be appropriately screened from the car park area. The refuse areas have been designed to be large enough to store the predicted number of bins required for general waste and recycling waste from the retail premises.

5.5.1 Management of Internal Waste Removal

Waste from each apartment and the common areas will be segregated and collected in dedicated bins by the site cleaning contractor and moved to the refuse area located within car park area. The general waste and recyclable waste for the retail premises will be transported to each individual refuse area.

5.5.2 Waste Collection

Private waste collection contractors will be responsible for providing a waste removal service for the serviced apartments and retail premises, including the supply and maintenance of all equipment and the coordination of this service with the cleaning service.

Based on the waste volume calculations for the serviced apartments, it is expected that a twice weekly collection will be required. If required, a more frequent pick service could be available on a contingency basis, and would be coordinated by the on site manager.

5.5.3 Access/Removal

Waste collection will occur either within the site or at kerb side. All private rubbish collection will occur at predetermined times where car park activity and road activity on Railway Street are at their lowest to ensure minimal disruption.

5.6 Safety and Security

The proposal has been designed within the principles of Crime Prevention through Environmental Design (CPTED). The following points detail the key areas of security for the serviced apartments.

5.6.1 Reception

Reception will be open from 7am to 11pm daily where a staff member will be present in the reception area. Staff will be fully trained in all operations of the serviced apartments (including fire safety training and first aid training). Training will be provided by fully qualified external party.

5.6.2 On Site Management

The property will have an onsite live in manager, who will be at the property for all hours where reception is closed. This means that the property will have a member of staff available 24 hours a day, 7 days a week.

5.6.3 Entrance

For security purposes, there will only be one public entry to the property from Railway Street and one from the car park area. The positioning of reception will ensure that all guests that enter the reception foyer area are clearly visible from the reception counter. Access to the serviced apartment areas will also be locked from 10pm, with entry only gained by use of swipe card or by reception staff member or on site manager permitting entrance.

5.6.4 Surveillance

The serviced apartment will have CCTV security surveillance spread across the premises in key traffic areas, particularly in reception foyer.

5.6.5 Swipe Card Access

- All guests will be issued a swipe card at check in to access their room. The swipe card will give guest access only to the floor on which their room is located, and the entrance to the serviced apartment, and common areas;
- The front door at the reception foyer will be locked at 10pm every night until 7am;
- After 10pm, only guests who have already checked in will have access via their room swipe card;
- Guests who have yet to check in will have to contact reception via an intercom/video camera from the external door. The staff will have a button that opens the door and lets new guests in once they have spoken to them through the intercom;
- All accessible doors will have swipe card access. The swipe cards provide access to the rooms for the period the guest has paid. Once the guest has checked out, the card is rendered useless until it is reprogrammed by reception staff. The system allows management to read all locks to see which card has been used recently on the lock, further increasing security; and
- On occasion, afterhours check-in will be required. This will be done through an after hour's key safe that will be located next to security card swipe at the entrance. This can only be accessed by entering a specific pre-determined access code provided to the guest prior to check in. If for any reason, this fails, the on site manager is able to be called to allow the guest access. The on site manager's number will be sent to each guest as well as listed on the after hour's key safe.

5.6.6 Emergency Management, Evacuation Plan and Staff Training

- Staff will be trained in the use of security cameras, intercoms and general security;
- Staff will receive emergency procedures training on an ongoing basis including robbery, bomb threat and civil disturbance procedures;

- Staff and management will be trained to look for suspicious articles or persons when making regular building inspections during the day and night. Emergency procedures' training will include what procedures to be implemented if a suspicious article or person is found;
- As previously noted, fire wardens (reception staff) will be trained annually in fire evacuation by a professional training company and all staff will be trained in evacuation procedures such as emergency evacuation; and
- Managers will be required to have a current first aid certificate. Another two members of staff will also hold a first aid certificate.

Specific measures as described under CPTED used to ensure the safety and security of the site include:

- Control and monitoring of access;
- Surveillance;
- Activity and space management; and
- Appropriate lighting.

Further details on safety and security are provided within the Plan of Management provided at Appendix H.

5.7 Built Impact

5.7.1 Height, Bulk and Scale

The proposal is for the construction of a four (4) storey serviced apartment complex and two single storey retail premises. The proposed bulk and scale of the development is considered appropriate given the existing and desired future character of the locality. Minimal impact on the amenity of the surrounding area will occur as a result of the proposal, specifically with consideration to its location within the Griffith CBD.

The height of the serviced apartment building from ground level to the roof is 13.2m, although the central part of the front façade is 14.4m and the parapet screening the plant on the roof extends to 15.4m. The overall height will not have a detrimental impact upon the heritage significance of the Banna Avenue Conservation Area or the heritage items located within the vicinity of the site. The proposed development is consistent with the heritage requirements and guidelines of the Griffith LEP 2002 and 'evaluation against the guidelines of the NSW Heritage Branch' made in the SoHI.

5.7.2 Ecologically Sustainable Development (ESD)

The proposal has been designed to meet the principles of Ecologically Sustainable Development (ESD) and will be energy efficient and comply with all current environmental building codes. Having regard to the nature of the site and the development it is considered that the best possible ESD design solutions have been achieved.

Some of the measures to reduce energy consumption and potable water demand include:

- The air conditioning system has been designed specifically to minimise use only to the days and times when the rooms are occupied;
- All rooms will have a key card switch, which means that air conditioning and light cannot be left on in the rooms when guests leave;
- A rainwater tank is proposed to catch roof stormwater for reuse internally for toilet flushing, clothes washing and external irrigation;
- Energy efficient lighting (bedrooms);
- Water saving showerheads in place;
- No leaking taps or toilet cisterns;
- Reduced flush or twin flush cisterns fitted;
- Paper, cardboard, plastic and glass recycling program in place;
- Environmental tent cards to prompt guests to be environmentally friendly during their stay and to assist housekeeping operations to be environmentally efficient when servicing a room (towels and linen no change options);

- Use of biodegradable bin liners;
- Use of environmentally friendly cleaning products and discarding of packaging accordingly; and
- Sensor lighting used in some areas to turn off automatically when not in use.

Refer to Environmental Policy contained in the Plan of Management at Appendix H for more details on ESD measures incorporated into the serviced apartment proposal.

5.7.3 Visual Impact

The proposed works will not negatively impact upon the visual amenity and character of the surrounding area in that:

- The design of the serviced apartments constitutes a four (4) storey building, 13.2m in height, consisting of high quality finishes and appropriate façade treatments;
- The site is situated in the Griffith CBD;
- The buildings incorporate design features, such as articulation of entries, use of balconies and windows of varying sizes to ensure that the buildings presents positively to the streetscape; and
- The impact of the 4 storey building on surrounding buildings, the Banna Avenue Heritage Conservation Area and Heritage Items in the vicinity of the site will be negligible, especially with consideration to the surrounding commercial and retail nature of the area.

Refer to the elevation plans, Drawing No. TP20, TP21, TP22 and TP23 attached to this report at Appendix A.

5.8 Amenity Impacts

5.8.1 Privacy and Overshadowing

The proposal occupies almost the entire block bound by Ulong Street to the west, Railway Street to the south, Kooyoo Street to the east and the railway line to the north; therefore there will be minimal impacts on privacy of neighbouring properties. The adjoining Council owned land to the east and west is nominated for future car parking presenting minimal issues at a later date relating to privacy and overshadowing.

Each balcony is separated by a wall and windows and balcony doors will have an appropriate window dressing to ensure privacy for guests during their stay.

Given the nature of the site and the surrounding commercial area, and the design of the proposed building it is considered that the proposal will not result in excessive overshadowing. Shadow diagrams are presented on Drawing No. TP40 and TP 41.

5.8.2 Lighting

Appropriate lighting will be implemented into the proposal including lighting of external areas for security purposes. It is considered that there will be minimal impact from building or car parking lighting on adjoining properties and the streetscape particularly given the commercial nature of the immediately surrounding area.

5.8.3 Solar Access

Solar access has been considered throughout the design process, and it is considered that the best possible outcome for each apartment has been achieved. Each apartment has access to a private balcony, and corner apartments have multiple windows as well as balconies.

5.8.4 Noise

The site is located adjoining a railway line and the buildings proposed will therefore be constructed in a manner which minimises adverse noise and vibration effects. Discussions with John Holland Rail have

confirmed that current train movements past the site are two per day on average and consist of relatively slow moving freight trains (<80km/hr). A setback of approximately 40m is proposed between the railway track and the nearest balconies of the serviced apartment building with the car park strategically located between the rail owned land and proposed building so that noise sensitive areas (rooms) are located as far away as possible from the rail line.

Initial advice on the potential impacts from rail noise and vibration on the proposal has been provided by Acoustic Consultants EMM at Appendix K. Based on the distance from the rail line and speed of train travel along this track, EMM has found the site to be located in Zone B (greater than 25m separation and less than 80km/h train speeds) which does not warrant a detailed acoustic assessment. The architectural design of the serviced apartments will be undertaken with consideration of the recommended internal noise criteria of 35 dB(A).

In terms of vibration impact, EMM found that it is unlikely that vibration levels would be at high enough amplitude or occur for significant duration to generate levels of vibration that would exceed relevant criteria.

Noise generated from the day to day operations of the serviced apartment complex and retail premises is expected to have a minimal impact on the noise levels in the surrounding area. Nonetheless, the development has been designed to ensure maximum possible acoustic privacy levels.

Noise mitigation measures include:

- A staff member will be on duty 24 hours a day, 7 days a week and available at all times to ensure the site is being appropriately monitored and any noise which could be heard at nearby properties is kept to a minimum;
- A noise complaints register will be kept to record any noise complaints including complaint time and date, nature of the complaint, action taken, outcome etc. All complaints shall be dealt with as soon as possible;
- The background music played within the foyer area will be turned off by 10pm daily;
- Guests will be provided with an information sheet on arrival which will provide general information about the property as well as a note that guests need to take the neighbours interests into account when leaving and entering the property; and
- Staff will be trained in the timing of opening any access points and or common areas. Managers will know the location of the noise register and the process for responding to any noise complaint.

In light of the commercial nature of the area and the distance to the closest noise sensitive receptors, it is considered that noise associated with the operation of the development will be negligible.

5.9 Stormwater and Soil and Erosion Management

Stormwater

The proposed stormwater management and disposal has been developed in consultation with Council and in accordance with Councils on-site detention policy. In summary, stormwater on the site will be directed to a single onsite detention tank and the detained flow will be discharged to the existing stormwater infrastructure on Railway Street.

Sediment and Erosion Control

The concept sediment and erosion control plan for the site has been developed in accordance with the requirements of Landcoms "Managing Urban Stormwater, Soils and Construction". This plan outlines sediment and erosion control measures and methodology which will be employed at the site to mitigate the impact of sediment and erosion due to construction on the site.

Sewer Loads

Preliminary sewerage load calculations have been calculated by project engineers in consultation with Council staff and are based on the Water Directorate "Section 64 Determinations of Equivalent Tenements Guidelines". As the final use of the retail buildings are not confirmed, the preliminary loading calculations were based on reasonable assumptions for a retail building however these will be confirmed when more details on the buildings final use are known.

Refer to the Civil engineering plans prepared by Northrop engineers at Appendix F.

5.10 Contamination

A Phase 2 Environmental Assessment was undertaken by Aitken Rowe Testing Laboratories (ART) at the subject site on behalf of Council and provided by the vendor (Council) at the time of sale (refer to Appendix C). Based on the test results and information obtained for the Environmental Assessment, the site is considered 'clean' and acceptable for sensitive land uses. No further investigation is required in regards to the Asbestos, TPH, BTEX, PAH and Heavy Metal contamination assessment of the underlying materials.

5.11 Social and Economic Impact

An analysis of the social and economic impacts associated with the development of the site is detailed in this section to ensure that, where relevant, social and economic considerations are an integral part of the development assessment process.

The proposed construction of a four (4) storey serviced apartments complex and 2 retail premises is anticipated to have an ongoing positive social and economic impact on the Griffith CBD, and the broader Griffith community. The identified positive impacts are summarized below:

- The operation of the development will generate employment opportunities with flow on effects benefiting the local community;
- The proposal will result in the increased provision of tourist and visitor accommodation within the Griffith region;
- The proposal will result in increased revenue for local businesses who provide goods and/or services to guests e.g. local restaurants, cafes, etc;
- The proposal will result in economic benefits associated within construction works;
- The proposal is consistent with the current and planned (future) strategic direction of Griffith;
- There will be no identified impact on community service infrastructure such as hospitals, schools etc;
- The development will be compliant with relevant disability standards, and will meet the needs of people with physical disabilities, sensory disabilities and intellectual disabilities;
- Specific safety and security measures will be incorporated into the operation procedures of the apartments to ensure a safe and secure environment for guests and visitors;
- The proposal will enhance the visual character of the built environment of Griffith CBD; and
- The development respects the history and heritage of the site and surrounding heritage area.

The potential adverse impacts from the proposal relate primarily to temporary impacts due to construction activities, for example construction traffic, noise and dust disturbance. Mitigation measures to ensure construction impacts are kept to a minimum are briefly outlined in Section 5.5 of this report, however further details will be provided in the Construction Management Plan prepared at Construction Certificate stage.

Potential adverse impacts arising from the operation of the serviced apartments and retail premises include:

- Increased traffic generation

Comment – Whilst increased vehicle movements will result from the proposal, the Traffic Report appended to this report has identified that there will be relatively low overall traffic flows associated with the proposal and as such the development will have minimal impact upon the traffic flows or overall road safety in the surrounding locality of the site.

- Noise

Comment – Acoustic mitigation measures are proposed to ensure maximum possible acoustic privacy levels. These are detailed in Section 5.9 of this report.

- Antisocial behaviour

Comment – Potential antisocial behaviour within the facility is expected to be minimal considering the nature of the proposal, nonetheless, a Plan of Management (PoM) which covers details such as alcohol and drugs policy, guest behaviour, no party policy and visitor policy is included at Appendix H.

Given the overall positive impacts associated with the proposal and the implementation of mitigation measures mentioned within this report, the proposal will provide a net community benefit to both the future guests of the serviced apartments and the customers of the retail premises.

5.12 Utilities and Services

The site is currently serviced by the relevant service and utility providers including water, sewer and electricity. No capacity issues have been identified in discussions between project engineers and Council.

5.13 Landscaping and Tree Removal

The two eucalypt trees located at the front of the site require removal in order to accommodate the proposed buildings and access. The trees do not form part of any Ecological Endangered Community (EEC) or hold any heritage value. Replacement trees and plantings are proposed as per the Landscape Concept Plan prepared by Papworth Design included at Appendix I.

The landscape design aims to achieve the following main principles:

- Improve and enhance the streetscape of Railway Street, particularly in regard to pedestrian amenity and in aesthetically complimenting the proposed new development;
- Use different pavement treatments to distinguish pedestrian movement areas as well as arrival points for new buildings;
- Acknowledge existing adjacent streetscape works on Kooyoo Street and seek to compliment these with proposed new works as part of this development; and
- Utilise planting species that will be suitable for the Griffith climate as well as compliment the design of the proposed buildings.

5.14 Building Access

Access to the building will be compliant with the relevant legislation and criteria including The Building Code of Australia (BCA), The Disability Discrimination Act 1992 and AS1428 – Design for Access and Mobility to ensure that adequate pedestrian and disabled access is provided for the development. A number of rooms will be DDA compliant and accessible for disabled persons in accordance with the legislation.

5.15 Heritage Conservation

The site is located in the vicinity of the Banna Avenue Heritage Conservation Area and a number of properties listed as items of local heritage significance in Schedule 6 of the Griffith LEP. The site itself is not listed as an individual heritage item. The site is also located within the Griffith Railway Precinct, listed on the s.170 Register. However any elements on the site relating to former railway activities were removed c. 2005-2010 and the site leveled, so that there is no surviving association with the Griffith railway.

A Statement of Heritage Impact (SoHI) has been undertaken by Graham Brooks and Associates Heritage Consultants which details the historical background of Griffith and the site, gives a site description including

views to and from the site, outlines the proposed development and makes an assessment of the heritage impact of the proposal (refer to Appendix G for full copy of the Statement of Heritage Impact).

The following aspects of the proposal have been found within the SoHI to respect or enhance the heritage significance of the items and conservation area for the following reasons:

- The proposed development is located outside the Banna Avenue Heritage Conservation Area, however the proposal will help to visually frame the Conservation Area;
- The proposed development will not have a negative impact upon the presentation, fabric or significance of any of the listed heritage items in the vicinity;
- The proposed front facade of the serviced apartment building (facing Railway Street) steps back either side of its centre which will ensure the building does not dominate the Banna Avenue Heritage Conservation Area opposite;
- The single storey character of the retail development at each end of the site will further ensure the proposal is complementary to the built character of the Griffith CBD;
- The proposed buildings will be complementary to the scale of the heritage items given the similar characteristic of the heritage items in the vicinity;
- Taking into account the physical distances between the subject site and the heritage items in the vicinity, landscaping and established vegetation, the proposed development will not visually dominate any heritage item; and
- The proposed development is consistent with other development in the Banna Avenue Heritage Conservation Area in terms of scale, form, materials and colours.

Furthermore, it is not envisaged the subdivision or tree removal proposed as part of the development will affect the significance of the heritage items or conservation area as their curtilages will not be impacted upon taking into account the physical separation of the site and the heritage items and conservation area.

5.16 Signage

Signage panels have been identified on the architectural plans to generally indicate the size, height and number of signs proposed for each use. As future occupants of the development are not confirmed at this stage, exact details and specifications on signage cannot be provided. However the signage on the buildings will identify the sites occupant and provide visual interest and a sense of vitality in accordance with sound environmental planning principles.

SEPP 64 Assessment

The aims of the SEPP 64 are to ensure that signage:

- is compatible with the desired amenity and visual character of an area;
- provides effective communication in suitable locations; and
- is of high quality and finish."

It is considered the proposed signage panels on the building and site are compatible with the scale and proportion of signage in the surrounding CBD area. The proposed signage will not have a detrimental impact on the character of the area or significance of the heritage items located within the vicinity of the site and no views or vistas will be compromised.

The proposed signs will be of a high quality and finish, consistent with the building materials proposed. If signage is illuminated, it will be to an acceptable level that will not result in unreasonable glare affecting the safety for pedestrians and vehicles, or detract from the amenity of nearby developments.

It is imperative to note that signage proposed on site is not defined as 'advertising' under SEPP 64, but is 'business identification signage' and therefore the controls under Part 3 of the SEPP on advertisements do not apply in respect to this development.

Overall, the proposed signage panels meet the objectives and provisions of SEPP 64. The total number, size and locations are appropriate for the uses and setting of the site and will contribute to the visual interest of the area. A detailed assessment of the proposal against the provisions of SEPP 64 – Schedule 1 is presented in Appendix L.

6 Conclusion

The proposed development involves subdivision and construction of a four (4) storey building to accommodate 40 serviced apartments and two (2) single storey retail premises at 53 Railway Street, Griffith NSW 2680.

The potential impacts from this proposal are addressed in this report and relate to building design, heritage, access, noise, landscaping and tree removal and social and economic impacts. Consideration has also been given to the safety and security of the serviced apartments once operational and waste management practices to ensure appropriate waste management and waste minimisation in accordance with the principles of ESD.

As demonstrated throughout this report, the proposal is satisfactory in terms of its permissibility, design, external appearance, and environmental and amenity impact. Furthermore, the operation will employ strict management procedures for the premises to ensure that it is a safe, efficient and pleasant environment in which to work and stay.

Due consideration has also been made to the potential impacts of the development on the surrounding Heritage Items and Banna Avenue Heritage Conservation Area and it has been established that the proposal is consistent with other development in the Conservation Area in terms of scale, form, materials and colours will have no adverse impact on the heritage significance of the heritage items or the Banna Avenue Heritage Conservation Area. The proposed development is also consistent with the heritage requirements and guidelines of the Griffith LEP 2002.

Predicted noise levels from the adjoining railway line have been assessed as relatively low given the distance of the building to the actual railway line (40m), frequency of trains (an average of 2 per day) and slow train speeds past the site (<80km/h). Notwithstanding, the architectural design of the serviced apartments will be undertaken to achieve an internal noise criteria of 35 dB(A). It is unlikely that vibration levels would be at high enough amplitude or occur for significant duration to generate levels of vibration that would exceed current guideline criteria.

Compliance with Council's LEP 2002 and relevant DCPs and Policy's will generally be achieved, as is outlined throughout the report and in the compliance tables at Appendix D.

The proposal will result in positive social and economic impacts within the Griffith CBD and will have a net community benefit to both the future guests of the serviced apartments and the local and wider community.

Through the proposal's merits and absence of any significant adverse environmental impacts, the DA is considered to be in the public interest and should therefore be granted conditional development consent.

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Appendix A – Architectural Plans

McCabe Architects

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Appendix B – Traffic Report

Better Transport Futures

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Appendix C – Phase 2 Environmental Site Assessment

Aitken Rowe

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Appendix D - Compliance Tables

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Table 4 – Griffith DCPs

Control	Requirement	Comment	Compliance
DCP 11 - Urban Subdivision			
Urban Subdivision	There is no minimum size for subdivision in the business zone.	The proposed subdivided lots have a logical shape, size, depth and frontage and have been designed to suit the future proposed users of the land.	Y
DCP 19 - Mixed Development			
Setbacks	Front setbacks to be consistent with established form of the street. Rear and side setbacks may be to the boundary.	The serviced apartment building is setback 1m to Railway Street. The retail premises are built to the front and side boundaries which is consistent with other commercial development along Railway Street.	Y
Design	To allow flexibility in siting buildings and ensure bulk and scale of new development protects reasonable residential amenity.	There is no residential development adjoining or in close proximity to the site. The potential impact on heritage items and the Banna Avenue Heritage Conservation Areas has been taken into consideration in the design of the serviced apartments and retail premises.	Y
Height	There is no maximum height limitation for a motel or retail development.	The propose height of the serviced apartments from ground level to the roof is 13.2m with the parapet extending to 15.4m. The building is 4 storeys and is not out of character with the streetscape given its location in the CBD.	Y
Energy Efficiency	To provide reasonable access to sunlight and reduce energy consumption.	The apartments have been designed to meet the principles of Ecologically Sustainable Development (ESD) and will be energy efficient and comply with all current environmental building codes.	Y
Privacy and Security	To ensure visual and acoustic privacy for residents.	Details on safety and security for the development are outlined in the POM attached at Appendix H. Acoustic impacts are detailed in section 5.8.	Y
Landscaping	To provide an attractive landscape that reinforces the function of the street and enhances the appearance, amenity and energy efficiency of urban housing through	Appropriate landscaping is proposed within the development as detailed on the Landscape Concept Plan attached at Appendix I.	Partial

	integrated landscape design. 40% of site shall be landscaped.		
Vehicle access and parking	To provide self-sufficient, convenient and safe pedestrian, car and bicycle access and parking.	The proposed access and parking complies with Council's DCP 20-off street parking 2011 (see below calculations) and is efficient and safe.	Y
Acoustics	To provide a reasonable acoustic environment for residents.	Acoustic and vibration measures are incorporated into the proposal. Refer to Appendix K	Y
Water Management	To control stormwater and to minimise water wastage.	Refer to the proposed Stormwater plans attached at Appendix F.	Y
Site Facilities	To ensure site facilities are integrated into the development.	Refuse and delivery areas are located at the rear of the buildings.	Y
DCP 20 – Off-Street Parking 2011			
Parking Rates	Business Premises (retail premises) 1 space per 50m ² GFA within CBD PLUS Residential Accommodation (serviced apartment) 1.25 spaces per serviced apartment.	There are 140 parking spaces provided to service the overall development which exceeds the DCP requirement. Refer to Section 5.2 for more details on parking.	Y
Access	Vehicles shall enter and exit the site in a forward facing direction.	There are 3 proposed access points into the development where vehicles will enter and exit in a forward facing direction only. Turning circles are provided on the Traffic Management Plan at Appendix A.	Y
Loading	Loading bay for single dock width shall be a minimum of 3.5m.	The proposed loading bay is 9m, therefore complies with Council's DCP. Internal circulation roadways are adequate for 19m articulated vehicle.	Y
Motorcycle and bicycle parking	<u>Motorcycle rate</u> - 1 per 20 car spaces <u>Bicycle rate</u> - 1 rail with 3 wheel slots per 50 car spaces	The proposal has provided a total of 9 motorbike spaces and 3 bike rails within each lot. Refer to plans at Appendix A.	Y
Landscaping	10% of car parking area to be landscaped. Trees must be planted and maintained for shade at a ratio of at least one tree for every four parking bays in the case of single rows of parking and one tree for every eight parking bays in the case of double rows of parking.	The Landscape Concept Plan at Appendix I shows proposed shade trees around the serviced apartment building within the car park area. Sunshades are provided in lieu of trees over a portion of the retail car parks.	Partial
Lighting and signage	All parking areas for developments comprising night time operation or occupation shall be illuminated.	The car park areas will be appropriately illuminated and signposted to comply with Australia Standards	Y

Table 5 – Griffith Council Policies

Control	Requirement	Comment	Compliance
Advertising Signs Policy	To protect public safety and safe-guard against unsightly signs.	Signage panels proposed as part of the development are appropriate in size and the content of the signs will relate to the future use on the site.	Y
Buildings- Access and facilities for disabled persons	To ensure proposal complies with the Building Code of Australia (BCA).	The proposal complies with BCA, relevant Australian Standards and the Disability Discrimination Act in respect of access for people with disabilities, including car parking.	Y
Buildings – Floor Heights	For Residential/Business Land where flood studies are not available a minimum floor height above ground level of 410 mm for habitable rooms is required subject to the merits of each case.	There is no permanent residential component to the proposal.	N/A
Engineering Guidelines for Subdivisions and Development Standards 2008	Outlines engineering standards for subdivision.	The proposal complies with the engineering drawing and specifications contained within this guideline.	Y
On-Site Detention Policy	Outlines OSD controls and standards for development.	The proposal complies with Council's policy for OSD. Refer to Stormwater Plans contained at Appendix F.	Y
Pedestrian Access and Mobility Plan 2009	This study identifies pedestrian networks throughout the city centre.	A pedestrian footpath will be provided along Railway Street.	Y
Road Opening permit	New road openings require approval from Council.	The appropriate application permit for works within a road reserve will be lodged with Council.	Y
Sewer discharges to	To promote the efficient operation of Council's sewerage scheme by controlling the standard of discharge to the service.	Appropriate discharge to Council's sewer system is proposed.	Y
Stormwater Drainage and Disposal	To ensure development takes place which does not detrimentally affect the amenity of the locality as it relates to adequate disposal of drainage and to prioritise methods of stormwater disposal. This is to include limitation of peak flow throughout the catchment for the critical storm event by means of On-Site Detention (OSD).	Stormwater will be disposed of by piping to Council's stormwater system.	Y
Tree Preservation Order	Trees located within urban areas are protected by a TPO.	Approval for tree removal is sought in this application. Justification is outlined in section 5.13 of this report.	Y

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Appendix E – Proposed Subdivision Plan

PHL Surveyors

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Appendix F – Stormwater Management

Northrop Engineers

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Appendix G – Statement of Heritage Impact

Graham Brooks and Associates

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Appendix H – Plan of Management

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Appendix I – Landscape Concept Plan

Papworth Design

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Appendix J – Survey Plan

PHL Surveyors

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Appendix K – Acoustic Advice

EMGA Mitchell McLennan

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Appendix L – SEPP 64 Assessment

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Assessment Criteria		Comment	Compliance
1) Character of the area	Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?	The number, location and size of the proposed signage panels are compatible with the existing character of the area.	Y
	Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?	The proposed signage does not involve advertising; it is simply a business identification sign.	N/A
2) Special areas	Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?	The proposed signage does not detract from any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas.	Y
3) Views and vistas	Does the proposal obscure or compromise important views?	The proposed signage does not obscure or compromise any important views.	Y
	Does the proposal dominate the skyline and reduce the quality of vistas?	The proposed signage will not dominate the skyline or reduce the quality of vistas as they do not protrude above the building on which they are located.	Y
	Does the proposal respect the viewing rights of other advertisers?	The proposed signage does not obscure any other advertising.	Y
4) Streetscape, setting or landscape	Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?	The proposed signage is consistent with the scale, proportion and form of the Railway streetscape.	Y
	Does the proposal contribute to the visual interest of the streetscape, setting or landscape?	Yes. The signage will be visually interesting and therefore contribute to the visual interest of the streetscape.	Y
	Does the proposal reduce clutter by rationalising and simplifying existing advertising?	The site does not contain any existing advertising.	N/A
	Does the proposal screen unsightliness?	The proposal does not screen unsightliness.	N/A
	Does the proposal protrude above buildings, structures or tree canopies in the area or locality?	The proposed signage is located on the buildings and will therefore not protrude above proposed buildings on the site.	Y
	Does the proposal require ongoing vegetation management?	No, however on site vegetation management will occur as part of the overall development and landscaping.	Y
5) Site and building	Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located?	The signage has been designed to be compatible with the proposed built form and site characteristics.	Y
	Does the proposal respect important features of the site or building, or both?	The proposed signage panels do not detract from important features of the building or site.	Y
	Does the proposal show innovation and imagination in its relationship to the site or building, or both?	The placement of signage has been considered the most appropriate given the site, access points and building design.	Y
6) Associated	Have any safety devices, platforms,	At this stage, specific details on the	N/A

devices and logos with advertisements and advertising structures	lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?	signage are not known.	
7) Illumination	Would illumination result in unacceptable glare?	If the signage is to be illuminated, it will be to a level that will not result in unacceptable glare.	Y
	Would illumination affect safety for pedestrians, vehicles or aircraft?	Any illuminated signage will not provide a safety concern.	Y
	Would illumination detract from the amenity of any residence or other form of accommodation?	The proposed signage panels are not visible from any residences or other forms of accommodation.	Y
	Can the intensity of the illumination be adjusted, if necessary?	At this stage, specific details on the signage are not known.	N/A
	Is the illumination subject to a curfew?	At this stage, specific details on the signage are not known.	N/A
8) Safety	Would the proposal reduce the safety for any public road?	No, the proposed signage panels are located on the building only.	Y
	Would the proposal reduce the safety for pedestrians or cyclists?	The proposed signage will not reduce existing safety for pedestrians and cyclists.	Y
	Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?	The proposed signage will not obscure sightlines from public areas.	Y