

## COUNCIL ASSESSMENT REPORT

Panel Reference	2018 WES 002
DA Number	017-667
LGA	Dubbo Regional
Proposed Development	Emergency Services Facility (Training Facility and Accommodation)
Street Address	4R Cooreena Road
Applicant/Owner	NSW Rural Fire Service
Date of DA lodgement	20/12/2017
Number of Submissions	0
Recommendation	Approval
Regional Development Criteria (Schedule 4A of the EP&A Act)	Crown Development > \$5million
List of all relevant s79C(1)(a) matters	<p>i.e. any:</p> <ul style="list-style-type: none"> <li>• relevant environmental planning instruments</li> <li>• proposed instrument that is or has been the subject of public consultation under the Act and that has been notified to the consent authority</li> <li>• relevant development control plan</li> <li>• relevant planning agreement that has been entered into under section 93F, or any draft planning agreement that a developer has offered to enter into under section 93F</li> <li>• coastal zone management plan</li> <li>• relevant regulations e.g. Regs 92, 93, 94, 94A, 288</li> </ul>
List all documents submitted with this report for the Panel's consideration	<p>- Development Assessment Report (Including Conditions)</p> <p>- Crown Concurrence.</p>
Report prepared by	Shawn Reynolds
Report date	29 June 2018

### Summary of s79C matters

Have all recommendations in relation to relevant s79C matters been summarised in the Executive Summary of the assessment report?

Yes / No

### Legislative clauses requiring consent authority satisfaction

Have relevant clauses in all applicable environmental planning instruments where the consent authority must be satisfied about a particular matter been listed, and relevant recommendations summarized, in the Executive Summary of the assessment report?

Yes / No / Not Applicable

e.g. Clause 7 of SEPP 55 - Remediation of Land, Clause 4.6(4) of the relevant LEP

### Clause 4.6 Exceptions to development standards

If a written request for a contravention to a development standard (clause 4.6 of the LEP) has been received, has it been attached to the assessment report?

Yes / No / Not Applicable

### Special Infrastructure Contributions

Does the DA require Special Infrastructure Contributions conditions (S94EF)?

Note: Certain DAs in the Western Sydney Growth Areas Special Contributions Area may require specific Special Infrastructure Contributions (SIC) conditions

Yes / No / Not Applicable

### Conditions

Have draft conditions been provided to the applicant for comment?

Yes / No

Note: in order to reduce delays in determinations, the Panel prefer that draft conditions, notwithstanding Council's recommendation, be provided to the applicant to enable any comments to be considered as part of the assessment report

# MEMO

---



## Development Application Assessment

**REPORT:** Emergency Services Facility (Training Facility and Accommodation); Lot 152, DP 1235260, No. 4R Cooreena Road, Dubbo.

**Applicant:** *NSW Rural Fire Service*

**Owner:** *Dubbo Regional Council*

**Assessing Officer:** Mr S Reynolds – Senior Planner 1

**Date:** 29 June 2018

**File:** **D17-667 Part 1**

---

### REPORT

#### 1. DEVELOPMENT DETAIL

Council is in receipt of a Development Application for an emergency services facility, specifically a training, administration and accommodation facility for the NSW Rural Fire Service, within the grounds of the Dubbo City Regional Airport. The training facility, to be constructed over two (2) stages, will include an administration and training block, accommodation and amenities, gymnasium building and truck parking shed. Specifically the development will comprise:

##### Stage 1:

- Administration and training block consisting auditorium, four (4) training rooms, canteen, plant room, laundry area, recreation room, meeting rooms, office rooms, open work station area and outdoor area. The building will be constructed of steel and aluminium with steel roofing;
- Accommodation (Dorm 1) for 36 persons separated into single occupation apartments including ensuites. This building will be constructed of aluminium and rendered finish with steel roofing;
- Gymnasium including amenities;
- Storage shed for vehicles and training props;
- Off-street car park comprising 117 spaces including two (2) disabled spaces and one (1) bus parking bay;
- Internal road networks and hard stand areas;
- Landscaping, recreation areas and fencing; and
- Servicing and civil works for the management of stormwater.

## Stage 2:

- Two (2) x 32 person accommodation buildings (Dorms 2 and 3) separated into single occupation apartments including ensuites. This building will be constructed of aluminium and rendered finish with steel roofing;
- Three (3) storage sheds for vehicles and associated training props including hardstand areas immediately adjacent to each shed.

The Application states that the development is expected to have 30 full time staff. The administration section shall generally operate between 7:30 am and 6:00 pm, however training may occur over longer hours between 7:30 am and 10:30 pm on any day.

The Application also includes a subdivision component. It is proposed that 4.392 hectares of land surrounding the development will be separated from the remainder of the airport land (Lot 152).

The Application has a Capital Investment Value of over \$5 million and is both Crown Development, and located on Council owned land. Consequently, the development is considered to be regionally significant pursuant to Schedule 7 of State Environmental Planning Policy (State and Regional Development) 2011. The Western Joint Regional Planning Panel is therefore the determining authority for this Application.

## **2. SITE CHARACTERISTICS**

The property is located on the north-eastern corner of Narromine Road (Mitchell Highway) and Cooreena Road being the Dubbo City Regional Airport. The airport has an area of 291.8 hectares with a frontage to Narromine Road of 377 metres and Cooreena Road of 967 metres. For an aerial view of the development site see **Figure 1**.

### *Slope*

The general slope of the land is slight north-west.

### *Vegetation*

Vegetation on the development site comprises introduced landscaping such as isolated trees (native and introduced), grasses and shrubs. Several trees on the northern side of the existing built features have been recently removed.

### *Access*

Vehicular access to the site can be obtained off Arthur Butler Drive (private road) which is obtained off Cooreena Road.

### *Drainage*

While the site comprises some stormwater infrastructure, stormwater on the site generally conforms to the natural contours of the land. A drainage swale borders the western side of the development area.

### *Services*

The property is connected to all reticulated utility services.



**Figure 1:** Aerial view of part Dubbo Airport. Green shaded area represents development site.

Note: All vegetation within shaded area on northern side of buildings, has since been removed.

### *Adjoining uses*

The development area is located on the western side of land comprising Dubbo City Regional Airport and being adjacent to a number of sheds/hangars. Land surrounding the airport is rural-residential or industrial.



### **3. SITE HISTORY**

There are a number of development/building consents pertaining to the land, mainly for alterations and additions to the main terminal, construction of hangars, or construction of other buildings (e.g. Rural Fire Service building, Royal Flying Doctor Service). Of the recent previous approvals the following are within/adjacent to the development area and are specifically applicable:

- D16-465 – Telecommunications tower – approved 12 April 2017
- D17-601 – Demolition (former Dubbo Airport depot) – approved 21 December 2017

The approved telecommunications tower (D16-465) has now been constructed and is located approximately 175 metres to the south of the development site.

The demolition consent (D17-601) pertained to all buildings and structures within the development area. The site, in particular the former depot compound, contained storage for a number of contaminating products such as flammable liquids, batteries and fuel, as well as housing a number of potential contaminating activities such as a work shop and small power station. A number of buildings would have also been constructed of contaminating products such as asbestos and lead paint. As a consequence of this, a condition was included on the consent that following demolition the site be remediated in accordance with the recommendations of the Preliminary Contamination Report. The proposed new use of the site was envisaged as including accommodation therefore the condition noted the level of remediation should be to 'Residential D' (residential with minimal opportunities for site access).

The demolition has largely been completed, however the results of any testing is yet to be completed and submitted to Council. Given the Application includes an accommodation use, Council needs to be satisfied the site can be remediated and made appropriate for that use. An appropriate deferred commencement condition will therefore be included on the consent that remediation be completed and a Validation Report that outlines the status of the land be submitted to Council for approval prior to the issue of an operational consent.

### **4. ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979**

The Applicant is the NSW Rural Fire Service (RFS). The RFS is a State Government agency and its Commissioner and staff are employed in the service of the Crown. Consequently, such officers represent the Crown. The proposed development is to be undertaken by the Crown which as a consequence, invokes the provisions under section 89(1) of the Environmental Planning & Assessment Act, 1979 that prevent Council from imposing conditions on the Development Consent except with the Applicant's or Minister's approval.

The Applicant in correspondence dated 28 June 2018 has provided concurrence to the draft conditions of consent.

Further, pursuant to sections 109R and 81A(6) the Crown is not required to obtain a Construction Certificate for any proposed building works, but only have the development certified by it or on its behalf, as complying with the technical provisions of the State's building laws. The technical provisions of the State's Building Laws are the Building Code of Australia (BCA). The responsibility for ensuring that compliance is achieved with the BCA solely rests with the Crown – Council has no statutory role in this regard.

As identified above, the Crown is exempt from having to obtain a Construction Certificate for the proposed building works. Consequently, the classification of the building will be required to be stipulated on the Development Application's determination notice pursuant to clause 100(1)(g) of the EP&A Regulation 2000. This classification is reproduced in the summary to this report, and on the Development Consent.

## **5. LEGISLATIVE REQUIREMENTS S4.15(1)(a)**

- (i) Do any environmental planning instruments (SEPP, REP or LEP) apply to the land to which the Development Application relates?

### ***State Environmental Planning Policies (SEPP's)***

#### ***State Environmental Planning Policy No. 55 – Remediation of Land***

The property is listed on Council's Potentially Contaminated Lands Register as being potentially contaminated through the undertaking of chemical storage, and air transport operations. As discussed above, the development site is specifically known to have housed contaminating products and activities. Noting this, as well as the previous approval for demolition of buildings on the land, Council's Environmental Control Branch provided the following comments:

*"A Deferred Commencement Condition can be recommended in relation to the site being shown to be suitable for the currently proposed training and dormitory facility."*

The comments provided above are noted.

#### ***State Environmental Planning Policy (Infrastructure) 2007***

Pursuant to Clause 45 of SEPP (Infrastructure) 2007 the local electricity supply authority (Essential Energy) was notified of the Application due to the overhead and underground power lines operating in the vicinity of the development. Essential Energy initially raised concerns with the development's clearance to powerlines.

Noting Essential Energy's concerns, the Applicant amended the site layout to ensure a 10 metre clearance to all powerlines was provided. Amended plans were referred to Essential Energy, however no response was provided. It is assumed no objection from

Essential Energy is held, particularly considering the Applicant has adhered to their requirements.

Note: While a number of other SEPPs apply to the land none are specifically applicable to this development.

### ***Dubbo Local Environmental Plan 2011***

The following clauses of Dubbo Local Environmental Plan 2011 have been assessed as being relevant and matters for consideration in assessment of the Development Application.

#### *Clause 1.2 Aims of Plan*

The Application conforms to the relevant aims and objectives of the plan.

#### *Clause 2.2 Zoning of Land to Which Plan Applies*

The land is zoned SP2 Infrastructure (Air Transport Facility). An amendment to the LEP has been adopted by Council to include *emergency services facilities* as a landuse on the land (see comments below).

#### *Clause 2.3 Zone objectives and Land Use Table*

The development is defined as an *emergency services facility* according to the Dubbo Local Environmental Plan 2011. An emergency services facility is defined as:

*“A building or place (including a helipad) used in connection with the provision of emergency services by an emergency services organisation.”*

An *emergency services organisation* is defined as:

*“Any of the following:*

- (a) Ambulance Service of New South Wales,*
- (b) Fire and Rescue NSW,*
- (c) NSW Rural Fire Service,*
- (d) NSW Police Force,*
- (e) State Emergency Service,*
- (f) New South Wales Volunteer Rescue Association Incorporated,*
- (g) New South Wales Mines Rescue Brigade established under the [Coal Industry Act 2001](#),*
- (h) an accredited rescue unit within the meaning of the [State Emergency and Rescue Management Act 1989](#).”*

In this instance the development is proposed to be occupied by the NSW Rural Fire Service.

The SP2 zone only permits those land uses identified on the zoning map. In this instance the identified permissible land use on the land is an *air transport facility*.

Following exhibition of amendments to the Local Environmental Plan, Council adopted amendments at the Planning, Development and Environment Committee meeting on 16 April 2018 which included emergency services facility as a permissible land use on the land. While these amendments are yet to be gazetted, Council considers them imminent, and therefore an emergency services facility is permissible in the zone.

In terms of this Application, the purpose of the development is to provide training for persons involved in undertaking RFS duties. The RFS already has its regional headquarters on this land. It is considered the training facility will form part of the emergency service facility.

The proposed development is consistent with the following zone objectives:

- To provide for infrastructure and related uses

While not contrary to, the remaining zone objective is not applicable in this instance.

#### *Clause 4.1 Minimum Subdivision Lot Size*

The Application includes a subdivision component. It is proposed that 4.392 hectares of land surrounding the development site (Lot 2) will be separated from the remainder of the airport land (proposed Lot 1). The subdivision and resulting lots will be for lease purposes of over 5 years, hence development consent is required for the subdivision. As the subdivision is for lease purposes only, Lot 2 will remain in the ownership of Dubbo Regional Council in perpetuity.

It is also noted that the subdivision is too large to be considered as 'exempt development' under the provisions of SEPP (Exempt and Complying Development Codes) 2008 and therefore requires development consent from Council.

There is no Minimum Lot Size for the land, therefore a subdivision is assessed on merit with Council being required to be satisfied that the land size and configuration is appropriate for the future use of the land. In this regard, Council considers the size of the land suitable, and the subdivision will not conflict with the orderly provision of services.

Vehicular access to the proposed development will be obtained via Judy Jakins Drive. This road is not a public road however has a 15 metre wide Right of Carriageway (ROW) over its physical location to provide legal access to landlocked Lot 9 DP 1089918 and Lot 151 DP 1235260. The ROW will be required to be varied to enable legal vehicular access from Cooreena Road to Lot 2 given this lot will also have no road frontage.



An appropriate condition will be included on the consent that a Subdivision Certificate be applied for to enable the creation of the two (2) allotments. Such documentation shall include the ROW, as well as stipulation that the subdivision is for lease purposes.

*Clause 5.10                      Heritage Conservation*

The property is listed in Schedule 5 of the LEP as containing a heritage item, namely the Dubbo City Regional Airport (Item # I80). It is understood the site is significant as it was established during World War II. It was established at a similar time to the RAAF Stores Depot in town and allowed freight to be flown in and out of the depot. There was significant public voluntary involvement to help establish the airstrip to cater for larger military aircraft. There are no physical buildings/structures/objects on the site which contribute to its listing or have a higher level of significance.

It is therefore considered the heritage significance is more social and historical rather than physical. Consequently, it is considered the development will not adversely impact on the heritage significance of the site.

*Clause 5.14                      Siding Spring Observatory – maintaining dark sky*

The proposed development has been assessed as unlikely to adversely affect observing conditions at the Siding Spring Observatory, having regard to subclauses:

- 2(a) – the amount of light to be emitted;
- 2(b) – the cumulative impact of the light emissions with regard to the critical level;
- 2(c) – outside light fittings (shielded light fittings);
- 2(d) – measures taken to minimise dust associated with the development; and
- 2(e) – the Dark Sky Planning Guidelines published by the Secretary under clause 92 of the EP&A Regulation 2000.

Additionally, as per subclause (7) the proposed development is not considered likely to result in the emission of light of 1,000,000 lumens or more. A referral to the Observatory has therefore not been undertaken.

*Clause 7.2    Natural Resource – Biodiversity*

A small portion in the north-east corner of the land is identified as having moderately-high biodiversity value according to the Natural Resources- Biodiversity Map. This area however is approximately 1.9 kilometres from the development area. Therefore it is considered the development will not cause an adverse impact on the biodiversity value of the land.

### *Clause 7.5 Groundwater Vulnerability*

The land is mapped as being above an area of high groundwater vulnerability according to the Natural Resources – Groundwater Vulnerability Map. The Application was referred to Council's Environmental Control Branch who provided the following comment:

*"The proposed training and dormitory facility is not a potentially contaminating activity and further impact on the quality or quantity of infiltration to local groundwater is unlikely. Infiltration may actually be reduced by the discharge of stormwater generated by the increased area of impervious roofing. Roof stormwater will be dispelled offsite through a combination of sheet flow, and connection into proposed underground stormwater system.*

*The proposed development is therefore considered to be designed, sited and capable of being managed to avoid any significant adverse environmental impact."*

The comments provided above are noted. No further investigations in relation to groundwater vulnerability are required.

### *Clause 7.7 Airspace Operations*

Based on the Dubbo Regional Airport Master Plan 2015, the Obstacle Limitation Surface (OLS) at this location is 323.5 metres AHD. The highest component of the development will have a height of 286.26 metres AHD (the truck parking shed). This is well below the OLS and therefore the development is not considered to have an adverse impact on the function of the airport.

It is considered the development will be constructed of materials that will not cause reflection to pilots of aircraft utilising the airport.

### *Clause 7.8 Development in Areas Subject to Aircraft Noise*

The development is proposed within the grounds of the airport and will include an accommodation aspect. Given the purpose of the accommodation is for short term stay by those undertaking training at the emergency services facility, it is considered there will not be any adverse impact by aircraft noise on those residing at the facility. Those residing there would be well aware of any potential noise impacts. Additionally, it is also noted the site is located outside the impact area outlined on the Noise Exposure Contour Map within the Dubbo Development Control Plan 2013.

- (ii) Do any draft environmental planning instruments (SEPP, REP or LEP) apply to the land to which the Development Application relates?

Council has recently adopted various amendments to the Dubbo Local Environmental Plan 2011, as part of an Operational Review and these have been forwarded to the

Department of Planning and Environment for gazettal. The amendments adopted by Council includes emergency service facilities as an additional permissible use on this site. While these amendments are yet to be gazetted, Council considers them imminent.

- (iii) Does any Development Control Plan apply to the land to which the Development Application relates?

### ***Dubbo Development Control Plan 2013***

An assessment is made of the relevant chapters and sections of this DCP. Those chapters or sections not discussed here were considered not specifically applicable to this application or are discussed elsewhere in this report.

### ***Chapter 3.1 – Access and Mobility***

#### ***Section 3.1.2 Legislative Requirements***

The Application will be assessed against the Premises Standards in the Access Code under the Disability Discrimination Act 1992. The plans themselves are not sufficient to conduct a detailed assessment as to the building's compliance with the Access Code and will be required with the Construction Certificate Application, however, a basic assessment can still be made to determine any obvious non-conformities that may be required to be amended prior to development approval.

#### ***Section 3.1.8 Development Controls***

##### ***Design Element 1 – Access Routes and Entrances***

Plans show a proposed continuous path of travel from the property boundary to the principal pedestrian entrance of each building via concrete footpaths and entrance doorways. The doorways all appear to achieve the 850mm clear opening as required. A ramp will be provided for access to each dormitory building and the gym.

##### ***Design Element 2 – Access to Internal Facilities***

A brief overview of the proposed floor plans demonstrates that disabled access to all internal components of the administration building will be able to be achieved. This includes to work station areas, offices, dining facilities and sanitary facilities. No internal ramps are proposed. Likewise, a compliant path of travel can be achieved from the entrance of each dormitory building to the accessible rooms.

A disabled toilet is proposed in the administration building as well as the gym building. Although it is not possible to make a detailed assessment of their compliance, the dimensions of each room complies with the Premises Standards which is required to be a minimum 2,300mm x 1,900mm. Specific details of the sanitary facility, door widths, rail

heights etc will be required to be certified by appointed certifier. An appropriate notation will be included on the consent outlining this requirement.

#### *Design Element 3 – Car Parking and Setdown Areas*

Plans show the provision of two (2) disabled car parking spaces to be provided adjacent to the main entrance to the administration/training building. The dimensions of these spaces appear to comply with the Premises Standards (i.e. 2.4 metre wide parking space and 2.4 metre wide 'shared zone'). In this instance the 'shared zone' is centred between the two (2) parking spaces. Plans also show a continuous path of travel via concrete footpaths to the principal entrance door to each building.

#### *Element 4 – Public Spaces*

Disabled access can be achieved from all common areas of the development to each building, including each dormitory building, via concrete footpaths.

#### *Element 5 – Adaptable Housing*

The development comprises three (3) dormitory buildings, each containing two (2) accessible rooms. This is considered a suitable provision in consideration of the use of the site. Each accessible room includes a bathroom which complies with the Premises Standards requirements for dimensions. Specific details of the sanitary facility, door widths, rail heights etc will be required to be certified by appointed certifier. An appropriate notation will be included on the consent outlining this requirement.

#### Chapter 3.5 – Parking

In terms of vehicular access the application proposes the construction or upgrade of existing private roadways which will connect Arthur Butler Drive and Cooreena Road, as well as through the development. Such roadways will be bitumen sealed and range in width from 6 metres to 8 metres. A 117 space car park, which includes a bus parking space, will be provided adjacent to the main administration/training building. There is also a separate area for deliveries to be undertaken. Separate buildings will also be provided for the parking of larger firefighting vehicles.

This chapter of the DCP requires a minimum number of off-street car parking spaces for certain types of development. The predominant use of the site would be considered the training facility, with the administration and accommodation aspects ancillary. Those utilising the site would also utilise multiple aspects, for example those undertaking training would also be staying in the accommodation. Therefore there is not the circumstance where separate people would be undertaking training, to those staying in the accommodation, to those utilising the gym. It is also envisaged a number of those in training would also be arriving by plane ensuring a minimal reliance of cars.

Given the predominant use of the site is training, it is considered the most appropriate land use within this chapter of the DCP would be a higher education establishment which requires one (1) space per 1.5 staff, plus one (1) space per five (5) students, plus one (1) space per five (5) live-in students. In this regard the Application identifies there will be 30 staff (requiring 20 spaces), and a maximum of 100 persons in training (requiring 20 spaces). Therefore in total 40 spaces would be required. Plans show the provision of 117 spaces. It is considered this is sufficient to serve the facility.

### Chapter 3.6 – Dubbo City Regional Airport Controls

As discussed previously, the development will not breach the Obstacle Limitation Surface Map and consequently a referral to the Civil Aviation Safety Authority (CASA) is not required.

As discussed previously, it is considered the development will not be adversely impacted upon by aircraft noise. The development site is also outside the limits of the Noise Exposure Forecast Contour Map.

### ***Dubbo City Regional Airport Master Plan 2015-2036***

The Dubbo City Regional Master Plan was adopted in December 2015 and concerns the future planning and directions of the airport for the next 20 years. The Master Plan makes no mention of the proposed facility, however it is understood plans for the development were made following adoption of the Master Plan. Despite this, it is noted the Master Plan makes no reference to any development in the proposed area which would conflict with the development proposal.

- (iv) Is there any matter prescribed by the regulations that applies to the land to which the Development Application relates?

No matters prescribed in the Regulations affect determination of this Application.

## **6. LIKELY IMPACTS OF THE DEVELOPMENT S4.15(1)(b)**

### Natural and Built Environment

*Is there any native vegetation on the site or adjoining sites? Will the development impact/or require removal of native vegetation?*

Although some vegetation will be required to be removed to enable construction of this development, a site inspection confirms all vegetation has been introduced and holds no ecological value.

The development will not cause an adverse impact to the natural or built environment.

### Social/economic

*Has the development the potential to have any adverse:*

- *Social effect?*
- *Economic effect?*

The development will not cause adverse social or economic impacts to the locality.

## **7. SUITABILITY OF THE SITE S4.15(1)(c)**

### Context, setting and public domain

- (i) *Will the development have an adverse effect on the landscape/scenic quality, views/vistas, access to sunlight in the locality or on adjacent properties?*

It is considered the development will not have an adverse effect on the landscape/scenic quality of the locality. Further, the development will not reduce access to sunlight or views to neighbouring property.

- (ii) *Is the external appearance of the development appropriate having regard to character, location, siting, bulk, scale, shape, size, height, density, design or external appearance of development in the locality?*

It is considered that the external appearance of the various buildings are appropriate having regard to the character of the locality.

- (iii) *Is the size and shape of the land to which the Development Application relates suitable for the siting of any proposed building or works?*

It is considered the size and shape of the land is suitable for the proposed development.

- (iv) *Will the development proposal have an adverse impact on the existing or likely future amenity of the locality?*

It is considered that the development proposal will not have an adverse impact on the existing or likely future amenity of the locality.

- (v) *Will the development have an adverse effect on the public domain?*

It is considered that the development will not have an adverse effect on the airport public domain.



## Landscaping

- (i) *Has adequate provision been made for the landscaping of the subject land?*

A series of Landscape Plans have been submitted. These demonstrate landscaping will be provided in the form of grasses, trees and shrubs around the development site. The primary landscaped area will be the area between the three (3) dormitories. An appropriate condition will be included on the consent that such landscaping be completed prior to occupation or use of the development.

## Environmental considerations

- (i) *Is the development likely to adversely impact/harm the environment in terms of air quality, water resources and water cycle, acidity, salinity soils management or microclimatic conditions?*

It is considered that the development will not have an adverse impact on the local environment. There are no activities proposed which may cause adverse air, soil or water pollution. Appropriate conditions on the consent will ensure possible environmental impacts are minimised.

- (ii) *Is the development likely to cause soil erosion?*

During construction soil will be exposed and it will be necessary to ensure the site is suitably protected to ensure exposed soils do not wash from the site into the local airport drainage system. An appropriate condition will therefore be included on the consent that an Erosion and Sediment Control Plan be implemented for the entirety of construction works.

Upon completion the development site will be predominantly hardstand or landscaped ensuring soil erosion is unlikely.

- (iii) *Is the development likely to cause noise pollution?*

It is anticipated elevated noise will be generated by the development during the construction phase. Standard construction hours imposed by Council follow Environmental Protection Authority guidelines (i.e. 7:00 am to 6:00 pm Monday to Friday, 8:00 am to 1:00 p.m. Saturdays, and no construction works Sundays or Public Holidays). In recognition of the operational characteristic of the airport, and the distance to noise sensitive receivers, the Applicant requested construction hours be 6:00 am to 9:00 pm seven (7) days per week.

While the operational aspects of the airport in terms of noise generation are noted, it is noted there are a number of residential properties in close proximity to the development site on Cooreena Road. Council needs to ensure the amenity of the residents of these properties are protected. In this regard, while being agreeable to expand the approved

construction hours, the hours proposed by the RFS were considered excessive. Council therefore agreed to permit construction hours as being 6:00 am to 9:00 pm Monday to Friday, 8:00 am to 4:00 pm Saturdays and no construction works Sundays or Public Holidays. An appropriate condition will be included on the consent outlining these construction hours.

While some noise may be generated by the development through the movement of vehicles and training activities, it is considered the development will not generate any noise above that of other activities at the airport.

### Hazards

- (i) *Are there risks to people, property or the biophysical environment from natural or technological hazards?*

The proposed development is located near a high performance telecommunications tower approved in April 2017 (D16-465). Electromagnetic radiation (EMR) simulations for a typical installation were provided with that development for guidance purposes only and showed that radiation levels would not exceed the General Public Exposure Limits at points more than approximately 50 metres from the tower.

The proposed training and dormitory development (which will be located approximately 175 metres from the tower) will not include any sensitive receivers as the dormitory will be used for short term accommodation only. It is therefore considered that EMR levels from the tower will not cause impact to those working or residing at the facility and as such no further investigations are considered necessary. An appropriate notation will be included on the consent advising that should permanent accommodation (e.g. manager's residence) be provided on site further analysis of EMR impacts may be required.

### Access, transport and traffic

- (i) *Has adequate provision been made for vehicle entry/exit, loading/unloading, internal manoeuvring and parking of vehicles within the development?*

At present a bitumen sealed road links Arthur Butler Drive with the rear of the private hangar areas. A gravel track then links this to Judy Jakins Drive. The proposal with this development is for access to be off Judy Jakins Drive only with the necessary upgrades of the current gravel track and part of the sealed road required to facilitate demand. The current road linkage to Arthur Butler Drive will be removed as depicted on plans.

Council's Infrastructure and Operations Division concurs with the proposal. Of recent times there has been an increase in emergency service facility operations occurring at the airport. From a strategic traffic perspective it is considered beneficial to separate airport and general public traffic from emergency service traffic. Therefore airport traffic will continue to use Arthur Butler Drive while other traffic will access the site via Judy Jakins

Drive. The proposal is also considered beneficial to separate construction traffic from airport traffic.

In terms of off-street car parking, the development will provide for a 117 space car parking area, which includes a bus parking area. All driveway and parking areas will be hardstand. Provision has also been made for a loading/unloading area which is separate from the parking area and will not conflict with other activities.

- (ii) *Has the surrounding road system in the locality the capacity to accommodate the traffic generated by the proposed development?*

It is considered the surrounding road system, including Judy Jakins Drive, has the capacity to accommodate traffic generated by the proposed development. As discussed above, vehicles accessing this development will not conflict with general airport traffic.

#### Utilities and waste considerations

- (i) *Are utility services available and adequate for the development?*

The site is connected to all utility services. Works will be required to extend such service lines to the development site, or extend Council mains as required. In terms of the provision of Council utility infrastructure (i.e. water, sewer and stormwater) to the development, Council's Infrastructure and Operations Division provides the following comments:

*"All essential services are connected to the subject site. Existing services located on the site may require some realignment and augmentation but should not be significantly impacted by the proposed development. The proposal shall require disconnection of services to support the future development. It is recommended that approval from appropriate service providers be obtained prior to works commencing.*

*Stormwater runoff appears to be currently managed satisfactorily however the development has prompted further consideration of the surrounding stormwater catchment and potential measures to control potential cumulative impact"*

The above comments are noted. No further investigations in relation to provision of utility services are required.

- (ii) *Does the development provide adequate sewer management facilities and controls?*

The commercial kitchen will generate trade waste. An appropriate condition will therefore be included on the consent that the appropriate approvals be obtained from Council prior to construction works commencing. The necessary pre-treatment devices will be required to be installed prior to operation.

#### Any other requirements

- (i) *Are there any other requirements which should be considered in determining the Application?*

The administration/training building includes a kitchen. It is understood the kitchen will serve food for those training and staying in the dormitories only, and food will not be sold to the general public. Clarification in relation to the matter was requested in order to determine what standard the kitchen shall be constructed to, and to ensure the layout will comply with NSW Food Safety Regulation requirements.

In response the Applicant has requested it be conditioned that such matters be finalised during the certification process. An appropriate condition will therefore be included on the consent that prior to works commencing, plans and specifications of the proposed canteen and kitchen be submitted and approved by Council. It shall be demonstrated that food preparation areas comply with the NSW Food Safety Regulations for the types of food being prepared.

#### **8. SUBMISSIONS S4.15(1)(d)**

Neighbouring landowners were notified of the Application from 14 December 2017 to 3 January 2018. During the exhibition period no written submissions were received by Council.

#### **9. PUBLIC INTEREST S4.15(1)(e)**

There are no matters other than those discussed in the assessment of the Development Application above that would be considered to be contrary to the public interest.

#### **10. SECTION 64/7.11 DEVELOPER CONTRIBUTIONS**

It is considered the development will generate demand on Council infrastructure. Therefore the below contributions will be considered accordingly. No credits will apply as the existing use for the land (Lot 152) will absorb any existing credits. Calculations will also be broken down for the administration (commercial) and dormitory (accommodation) components.

##### *a) Water Supply Headworks Contributions Policy*

Council's Policy does not have set rates for this type of development. Therefore the Water Directorate 2017 was consulted for appropriate water ET rates.

**Administration/training block:**

Given this component will be primarily used for training, this component would be considered education (tertiary) which generates 0.02ET per person. The total number of persons in training has not been provided, however given 100 dormitory rooms will be provided, it is assumed training could cater for up to 100 persons.

$$\begin{aligned}\text{ET:} &= \# \text{ persons} \times \text{ET} \\ &= 100 \times 0.02 \\ &= 2\end{aligned}$$

When specifying the education rate, the Directorate also states that food preparation should be considered separately. The canteen component would be considered a restaurant/café which generates 0.01ET per m<sup>2</sup> floor area. The canteen (including food preparation and servery area) has a floor area of 216m<sup>2</sup>.

$$\begin{aligned}\text{ET:} &= \text{floor area} \times \text{ET} \\ &= 216 \times 0.01 \\ &= 2.16\end{aligned}$$

The total ET for the administration/training block is therefore 4.16.

**Dormitory:**

The dormitory component of the development would be considered a motel or hotel which generates 0.3 ET per room.

$$\begin{aligned}\text{ET:} &= \# \text{ units} \times \text{ET} \\ &= 100 \times 0.3 \\ &= 30\end{aligned}$$

**Total development:**

Generally, the persons staying in the dormitories would be those same persons undertaking training. It is unlikely both components would be fully occupied at the same time. Therefore it is considered reasonable that an average of both components be used.

$$\begin{aligned}\text{Average ET:} &= (4.16 + 30)/2 \\ &= 34.16/2 \\ &= 17.08 \text{ (say 17)}\end{aligned}$$

$$\begin{aligned}\text{Therefore contribution:} &= \text{\$rate} \times \text{ET} \\ &= \$5,585.80 \times 17 \\ &= \$94,958.60\end{aligned}$$

Therefore a contribution of **\$94,958.60** will be required for water supply headworks contributions.

*b) Sewerage Supply Headworks Contributions Policy*

Council's Policy does not have set rates for this type of development. Therefore the Water Directorate 2017 was consulted for appropriate water ET rates.

**Administration/training block and gym:**

Given this component will be primarily used for training, this component would be considered education (tertiary) which generates 0.02ET per person. The total number of persons in training has not been provided, however given 100 dormitory rooms will be provided, it is assumed training could cater for up to 100 persons.

$$\begin{aligned}\text{ET:} &= \# \text{ persons} \times \text{ET} \\ &= 100 \times 0.02 \\ &= 2\end{aligned}$$

When specifying the education rate, the Directorate also states that food preparation should be considered separately. The canteen component would be considered a restaurant/café which generates 0.01ET per m<sup>2</sup> floor area. The canteen (including food preparation and servery area) has a floor area of 216m<sup>2</sup>.

$$\begin{aligned}\text{ET:} &= \text{floor area} \times \text{ET} \\ &= 216 \times 0.01 \\ &= 2.16\end{aligned}$$

The total ET for the administration/training block is therefore 4.16.

**Dormitory:**

The dormitory component of the development would be considered a motel or hotel which generates 0.45 ET per room.

$$\begin{aligned}\text{ET:} &= \# \text{ units} \times \text{ET} \\ &= 100 \times 0.45 \\ &= 45\end{aligned}$$

**Total development:**

Generally, the persons staying in the dormitories would be those same persons undertaking training. It is unlikely both components would be fully occupied at the same time. Therefore it is considered reasonable that an average of both components be used.



$$\begin{aligned}
 \text{Average ET:} &= (4.16 + 45)/2 \\
 &= 49.16/2 \\
 &= 24.58 \text{ (say 24.5)}
 \end{aligned}$$

$$\begin{aligned}
 \text{Therefore contribution:} &= \$\text{rate} \times \text{ET} \\
 &= \$5,585.77 \times 24.5 \\
 &= \$136,851.37
 \end{aligned}$$

Therefore a contribution of **\$136,851.37** will be required for sewerage supply headworks contributions.

c) Open Space and Recreation Facilities Contributions Policy

Being a commercial type development, open space contributions are not applicable in this instance.

d) Urban Stormwater Drainage Headworks Contributions Policy

The property is located within Stormwater Catchment 7.1 – *Airport West*. Such catchment does not incur contributions.

e) Urban Roads Contributions Policy

Given the development does not fall within a strict land use as identified in the Policy, the Applicant has provided predicted daily traffic data for the development. This covers staff, visitors, delivery vehicles, District Managers, course co-ordinators and persons receiving training. By predicting the number of weekly, monthly or yearly trips by each person, then working out a daily pro-rata rate for each, the average daily trip generation is 71.02 (say 71). Council considers the numbers provided reasonable. The methodology of how the Applicant devised this figure is reproduced in **Figure 2**:

Frequency/Period	User Type	User Numbers	vehicles trips per period	active period (in days)	Pro-Rata Trips/Day for a full year	calc.
Daily	FT staff contract staff	20-26 6 - shared	46 6	336 336	46 6	=trips =trips
Weekly 31 Weeks = 217 days 48 Weeks = 336 Days	visitors service/delivery * small training occurring weekly * interim trips during courses * course coordinator	8 14 12 13 1	16 14 12 13 2	336 336 217 217 217	3.20 5.6 1.55 1.68 0.26	=trips =trips/5 =trips/5/(217/336) =trips/5/(217/336) =trips/5/(217/336)
Monthly (March - October) = 217 Days	large training occurring monthly * * course coordinator interim trips during courses misc staff meetings - quarterly 1 day events	24 1 25 20	24 2 48 40	217 217 217 336	0.62 0.05 1.24 0.53	=trips/25/(217/336) =trips/25/(217/336) =trips/25/(217/336) =trips/25/(4/12)
Annual	District manager's conference * interim trips during conference	200 200	300 200	3 day p.a	2.50 1.79	=trips x 3/336 =trips x 3/336
Total Trips					71.02	

**Figure 2:** Trip calculator provided by Applicant

Therefore contribution: = \$commercial rate x trips  
= \$392.35 x 71  
= \$27,856.85

Therefore a contribution of **\$27,856.85** will be required for urban roads contributions.

Appropriate conditions will be included on the consent for the payment of the above contributions prior to occupation/use of the development.

## **11. INTERNAL REFERRALS**

### ***Building Assessment***

Council's Building Services Team Leader (BSTL) in the report dated 6 January 2018 (see file) did not raise any significant issues that require further investigation or that would prevent the Application from being granted consent with conditions. The conditions and notations recommended by the BSTL will be included on the consent.

### ***Engineering Assessment***

Following the receipt of further information on 18 April 2018, Council's Senior Development Engineer (SDE) in the report dated 3 May 2018 (see file) did not raise any significant issues that require further information or that would prevent the Application from being granted consent with conditions. The conditions recommended by the SDE will be included on the consent.

### ***Environment and Health Assessment***

Following the receipt of further information on 18 April 2018, Council's Environment and Health Project Officer (EHPO) in the report dated 20 April 2018 (see file) did not raise any significant issues that require further information or that would prevent the Application from being granted consent with conditions. The conditions and notations recommended by the EHPO will be included on the consent.

## **12. SUMMARY**

The Applicant has sought development consent to undertake an emergency training facility (training facility and accommodation) at Lot 152 DP 1235260, No. 4R Cooreena Road, Dubbo.

The proposed development is not considered likely to have any significant negative impacts upon the environment or upon the amenity of the locality.

The proposed development is consistent with the objectives of the applicable EPI's, DCP's and Council policies and is therefore recommended for approval subject to the conditions of consent attached.

**BUILDING CODE OF AUSTRALIA BUILDING CLASSIFICATION:**

<b>Applicable Building</b>	<b>Whole/Part</b>	<b>Class</b>
Single storey ACP clad Training/Administration block	Part - Administration offices Part - Training rooms, Auditorium, Recreation, Dining room & kitchen	5 9b
Single-storey masonry & ACP clad Gym	Whole	9b
Single-storey masonry & ACP clad Accommodation Dormitories	Whole	3
Single-storey steel-framed Vehicle garage/storage sheds	Whole	7a/7b

**13. RECOMMENDATION:**

Having considered the matters raised and discussed in the assessment of the Application it is recommended that the Application be:

☐  
☒  
☐  
☐

**Approved unconditionally**  
**Deferred commencement approval**  
**Approved subject to the following conditions:**  
**Refused for the following reasons:**  
(Refer to Schedule of Conditions)

Officer: Shaun Reynolds  
Senior Planner 1  
Date: 29 June 2018

Darryll Quigley  
Statutory Planning Services Team Leader  
Date:

## **CONDITIONS**

### **DEFERRED COMMENCEMENT CONDITION:**

The following deferred commencement condition must be satisfied and evidence provided to Council within 12 months of the determination date of this consent:

- (A) This approval shall not commence to operate until a contamination assessment and validation has been undertaken in accordance with SEPP No 55 and any applicable NSW Environment Protection Authority Guidelines. Upon completion and prior to commencement of this consent, a Validation Report shall be submitted to Council for approval, outlining the results of the investigation and the status of the land with a clear statement from the assessor that the site is suitable for its intended use.  
{Reason: Council requirement for protection of the environment}

### **OPERATIONAL CONDITIONS:**

Following compliance with Deferred Commencement Condition (A) identified above, the development may commence in accordance with the following operational conditions:

- (1) The development shall be undertaken generally in accordance with the Statement of Environmental Effects and stamped approved plans detailed as follows except where modified by any of the following conditions:

Drawing Title: Plan of Proposed Subdivision  
Drawing Number: 27152\_P01  
Dated: 01/03/2018  
Revision: A

Drawing Title: Site Plan Stage 01 / Stage 1 & 2 General Arrangement  
Drawing Number: A-DA-01  
Dated: 12.04.18  
Revision: B

Drawing Title: Stage 1, Car Parking General Arrangement Plan  
Drawing Number: A-DA-02  
Dated: December 2017

Drawing Title: Stage 1, Admin/Training Block General Arrangement Plan  
Drawing Number: A-DA-03  
Dated: December 2017

Drawing Title: Stage 1, Admin & Training Block Elevations  
Drawing Number: A-DA-05  
Dated: December 2017

Drawing Title: Stage 1, Dormitory 01 36 Rooms General Arrangement Plan/Elevations

Drawing Number: A-DA-08

Dated: December 2017

Drawing Title: Stage 2, Dormitory 02 32 Rooms General Arrangement Plan/Elevations

Drawing Number: A-DA-10

Dated: December 2017

Drawing Title: Stage 2, Dormitory 03 32 Rooms General Arrangement Plan/Elevations

Drawing Number: A-DA-12

Dated: December 2017

Drawing Title: Stage 1, Shed 4A & Gym – General Arrangement Plan/Elev. & Sections

Drawing Number: A-DA-14

Dated: December 2017

{Reason: To ensure that the development is undertaken in accordance with that assessed}

- (2) To facilitate Council's inspection of the sanitary and water plumbing and drainage work associated with the development, a copy of the development's final hydraulic drawing(s) and floor plan(s) shall be submitted to Council's Planning & Environment Division prior to such works commencing.

{Reason: Council requirement to permit and facilitate the inspection and accurate plotting and subsequent drafting of the installed and inspected sanitary drainage work}

- (3) Hot water delivered to the outlets of the disabled hand basin and shower fixtures shall not exceed a temperature of 45°C, whilst the remainder of the hand basin and shower fixtures in the buildings shall not exceed 50°C.

Note: thermostatic mixing valve(s) are required to be installed to achieve the maximum temperature setting of 45°C.

{Reason: Statutory requirement under the Plumbing and Drainage Act}

- (4) Each building containing any sanitary plumbing fixture is to be provided with its own overflow (relief) gully, which shall be a minimum 150 mm below the lowest sanitary fixture in such building, and

(a) Be a minimum 75 mm above the finished surrounding ground level; or

(b) Where the overflow (relief) gully is located in a path or paved area which is finished such that surface water cannot enter it and is graded away from the building, it may be finished level with such path or paved area.

{Reason: Statutory and Council requirement}

- (5) Temporary closet accommodation shall be provided onsite before work on the proposed buildings is commenced.

{Reason: Council requirement to preserve public hygiene}

- (6) A site rubbish container shall be provided on the site for the period of the construction works prior to commencement of any such work.

{Reason: Council requirement to prevent pollution of the environment by wind-blown litter}

- (7) A hoarding, barricade or fence shall be erected between the building and any adjoining public place and/or around any road opening or obstruction if pedestrian or vehicular traffic is likely to be endangered, obstructed or inconvenienced by the proposed works.

The work is to be kept lit during the time between sunset and sunrise if the work may be a source of danger to persons using the adjoining public place.

{Reason: Council requirement for the protection of the public}

- (8) Prior to occupation and use of the completed works, Council is to be given at least 24 hours notice for Council to carry out an inspection of the completed sanitary drainage and water plumbing installations.

The plumbing and drainage licensee must provide to Council as the delegated Plumbing Regulator, the statutory Notice of Work (NoW), Certificate of Compliance (CoC) and Sewerage Service Diagram (SSD) for the completed sanitary drainage/plumbing and domestic water plumbing works. Such certificates must be submitted prior to or currently with the aforementioned inspection notice.

{Reason: To enable an inspection of the building's plumbing and drainage to determine they have been satisfactorily completed} BLD100

- (9) All domestic plumbing lines branching off the fire hose reel supply pipeline must be provided with a stop/gate valve to permit such domestic lines to be turned off for maintenance purposes, without affecting the fire service line. In this regard, the fire service pipework to the hose reels is only permitted to have a stop valve installed on it at the water meter, and at the hose reel itself – no intervening valves are permitted to be installed.

{Reason: Council and building regulatory requirement pursuant to AS 2441 – 2005 and the BCA for the purpose of ensuring the fire service is not inappropriately isolated from its water supply}

- (10) The following applicable works shall be inspected and passed by an officer of Council prior to them being covered. In this regard, at least 24 hours notice shall be given to Council for the inspection of such works. When requesting an inspection, please telephone Council's Planning and Environment Division on 6801 4612 and quote Council's reference number **D2017-667 Part 1**.

Advanced notification for an inspection can be made by emailing [enviroadmin@dubbo.nsw.gov.au](mailto:enviroadmin@dubbo.nsw.gov.au) or by telephoning Council's Planning and Environment Division on 6801 4612.



- Internal and external sanitary plumbing and drainage under hydraulic test;
- Water plumbing under hydraulic test;
- Fire services water plumbing under hydraulic test; and
- Final inspection of the installed sanitary and water plumbing fixtures upon each building/structure's completion prior to its occupation or use.

{Reason: Statutory provision and Council requirement being the water and sewerage authority}

- (11) All excavations associated with the erection of the buildings and installation of associated services must be properly guarded and protected to prevent them from being dangerous to life or property. Excavations undertaken across or in a public place must be kept adequately guarded and/or enclosed and lit between sunset and sunrise, if left open or otherwise in a condition likely to be hazardous to persons in the public place.

{Reason: Council requirement for protection of public}

- (12) All building work must be carried out in accordance with the provisions of the Building Code of Australia unless otherwise varied by the Minister pursuant to section 109R of the EP&A Act 1979.

{Reason: Prescribed statutory condition under EP&A Act}

- (13) Prior to any works commencing plans and specifications for the proposed canteen and commercial kitchen shall be submitted to and approved by Council. Such plans and specifications need to demonstrate that the food preparation areas will comply with the NSW Food Safety Regulations for the type of foods being prepared and the degree of processing involved. This information will need to include the location of hand-basins, washup sinks and any exhaust hoods as well as floor, wall and ceiling finishes.

{Reason: Council requirement to ensure compliance with the Food Act and Regulations}

- (14) All walls, floors, ceilings, shelves, fittings and furniture shall be constructed of material that is durable, impervious and capable of being easily cleaned.

{Reason: Council requirement to achieve compliance with food safety standards}

- (15) Those portions of the building proposed to be used for the manufacturing, preparing, storing or handling of food shall be constructed and operated in accordance with the requirements of the Food Act, 2003, Food Regulations, 2015 and the Food Safety Code. Prior to the business commencing, the operator shall notify Council and a satisfactory inspection completed by an Authorised Officer of Council.

{Reason: Statutory requirement of the Food Act, 2003}

- (16) An Erosion and Sedimentation Control Plan shall be implemented onsite prior to any site disturbance works being commenced and shall remain, in a maintained condition, until all site works are completed.

{Reason: Implementation of Council policy to reduce sediment pollution}

- (17) In the event of any Aboriginal archaeological material being discovered during earthmoving/construction works, all work in that area shall cease immediately and the Office of Environment and Heritage (OEH) notified of the discovery as soon as practicable. Work shall only recommence upon the authorisation of the OEH.

{Reason: Council and statutory requirement to protect Aboriginal heritage}

- (18) All solid waste from construction and operation of the proposed development shall be assessed, classified and disposed of in accordance with the NSW Environment Protection Authority's Waste Classification Guidelines. Whilst recycling and reuse are preferable to landfill disposal, all disposal options (including recycling and reuse) must be undertaken with lawful authority as required under the Protection of the Environment Operations Act, 1997.

{Reason: Council requirement to require compliance with the POEO Act, 1997}

- (19) Prior to the commencement of the development all solid wastes likely to be generated shall be assessed in accordance with the Environment Protection Authority's Environmental Guidelines: Assessment, Classification and Management of Non-Liquid Wastes. Details of the volumes of each type of waste and the proposed methods of disposal shall be provided to Council for approval prior to the commencement of the development.

{Reason: Council requirement to require compliance with the POEO Act}

- (20) Prior to occupation of the proposed development, copies of all weighbridge or receival dockets from the licensed waste disposal depot shall be provided to Council.

{Reason: Council requirement to require compliance with the POEO Act}

- (21) Noise from the development ( $L_{Aeq}$ ) shall not exceed the background ( $L_{A90}$ ) by more than 5dB(A) at any time including any allowance for impulsiveness and tonal characteristics when measured at the most affected residence.

{Reason: Council requirement to prevent the generation of a noise nuisance}

- (22) Construction work shall only be carried out within the following time:

Monday to Friday: 6:00 am to 9:00 pm

Saturday: 8:00 am to 4:00 pm

Sunday and public holidays: No construction work permitted

{Reason: Council requirement to reduce the likelihood of noise nuisance}

- (23) Prior to the issue of the Subdivision Certificate, a separate application is to be made to Council, with the appropriate fee being paid, for the provision of a new water meter connection to service proposed Lot 2.

Note: As Council is the local water supply authority, separate metered connections will be required in respect to the provision of a suitably size domestic water meter and separate fire service meter to the development site.

{Reason: Council policy in respect of commercial developments}

- (24) Prior to the issue of the Subdivision Certificate, application is required to be made to Council's Water Supply and Sewerage Client Services Coordinator (Infrastructure and Operations Division), for the supply and installation of a 'Pressure Sewerage Unit' to service proposed Lot 2 and proposed development.

The 'current' cost involved to supply and install a standard sized Pressure Sewerage Unit to service the subject land is \$10,747.99. In addition to the above cost, the Developer will be required to pay the 'Actual Cost(s)' associated with connecting the Pressure Sewerage Unit into Council's existing pipeline network. The Developer will need to obtain a separate quote from Council's Water Supply and Sewerage Branch regarding this additional 'actual cost'.

Note: The above fee(s) are based on Council's adopted 2017/2018 financial year rate. Should this fee not be paid by 30 June 2018, the new rate as adopted in Council's Annual Revenue Policy may be applicable.

The owner of the subject land will be required to meet the on-going power costs associated with the Pressure Sewerage Pumping Unit. However, ownership and maintenance of the Pressure Sewerage Unit will reside with Council. A copy of the adopted 'Pressure Sewerage Systems' Policy is available from Council if required.

{Reason: To achieve satisfactory effluent disposal from the development pursuant to Council Policy, plus adoption of Council's Revenue Policy}

- (25) All internal roadways and driveways providing vehicular access to the proposed development (including the linkage to existing Judy Jakins Drive) shall be constructed to a suitable standard as determined by Council's Infrastructure and Operations Division. Such works shall include the closing off the roadway connection to Arthur Butler Drive, which shall be undertaken prior to occupation of the Stage 1 development.

Prior to any construction works being undertaken on this access roadway(s) a detailed (fully dimensioned) site plan is to be lodged with and approved by Council. The roadway(s) are to be designed and constructed of sufficient width at the roadway (kerb and gutter alignment) and the property boundary alignment such that a car and 19 metre semi-trailer vehicle (utilising the Austroads design templates, and a turning speed of 5-15 km/hr) are able to pass and make turns without the need to cross over onto the wrong side of the road at any time.

Such works shall also include restoration of the road shoulder following construction in accordance with Council's adopted AUS-SPEC #1 Development Specification Series - Construction Standards.

All necessary roadworks mentioned above within proposed Lot 1 shall be completed prior to the issue of the Subdivision Certificate to ensure vehicular access is provided to proposed Lot 2. All works as identified on approved development plans shall be fully completed prior to occupation of the development.

Should Council's Senior Development Engineer (or his representative) not undertake the required inspections as detailed in the abovementioned Council standards, then a detailed list of inspections undertaken by an accredited private certifier verifying compliance with the abovementioned Council standards will be required to be lodged with Council prior to occupation of the proposed development.

{Reason: Council policy in respect of commercial developments}

- (26) The Application for subdivision to create Lots 1 and 2 as depicted on the approved plan of subdivision, shall include an appropriate Right of Carriageway (ROW) over the proposed access driveway from Cooreena Road to Lot 2, including Judy Jakins Drive. The accompanying Section 88B Instrument shall identify Lot 1 as burdened by the ROW and Lot 2 benefitted.

{Reason: To ensure legal vehicular access is provided to Lot 2}

- (27) All driveways, hard standards and parking areas shall be drained to Council's satisfaction, noting that development will be required to discharge stormwater from the land in its undisturbed/natural state for the minor storm event (1 in 20 year ARI) to proposed drainage channel.

The Developer must also make provision for the major event (1 in 100 year ARI) to be safely conveyed to proposed drainage channel noting that there will be no additional flow to proposed drainage channel (thus on-site stormwater detention may be required).

Additionally, prior to the discharge into Council's system, the Developer will be required to install at their own expense 'pollution control device(s)' which will collect all oil, sediment and litter from the development proposal.

In this respect the Developer must have approved by Council, prior to construction works commencing, full and detailed hydraulic design calculations and revised drawings of the proposed development's stormwater drainage system.

All works are to be undertaken in accordance with Council's adopted AUS-SPEC #1 Development Specification Series – Design and Construction.

{Reason: To achieve a satisfactory means and method of stormwater drainage disposal from the proposed development}

- (28) No vehicles larger than a 'Semi-Trailer' 19.0 m in length (utilising the Austroads design templates) are permitted to access the subject land and development proposal.

{Reason: The internal manoeuvrability and access to the subject land and proposed development will only facilitate Semi-Trailer 19.0 m in length or vehicles of lesser dimensions at this location}

- (29) No buildings or structures (including advertising structures) shall be erected over Council's sewerage mains or stormwater drainage channel or are to be located within Council's "easement(s) to drain sewage "and easement to drain water.

{Reason: Implementation of Council policy}

- (30) All vehicles must enter and exit the subject land and proposed development in a forward direction. No reversing of vehicles onto the public roadway system will be permitted.

{Reason: To provide safety for the travelling public utilising the public roadways}

- (31) Any alteration/damage to the footpath, kerbing and guttering, vehicular entrance(s), road or road shoulder including utility services, shall be repaired/restored at full cost to the developer and in accordance with Council's adopted AUS-SPEC #1 Development Specification Series – Construction Standards. These requirements include works within the vicinity of Judy Jakins Drive and Arthur Butler Drive and adjacent utility services.  
{Reason: Implementation of Council Policy}
- (32) The conveyance of effluent from the proposed development (in particular the canteen) to Council's sewer constitutes a trade waste discharge therefore a Trade Waste Application must be completed. The completed application, along with the appropriate application fee, all required details covering drainage, discharge and capacity, pre-treatment devices and installation must be submitted to Council's Water Supply and Sewerage Client Services Coordinator and approved by Council prior to construction works commencing. No effluent will be permitted to be discharged to Council's sewer until the required Trade Waste Approval has been obtained and all required pre-treatment devices have been installed and passed by Council.  
{Reason: Statutory requirement of the Local Government (General) Regulation, 2005}
- (33) Entry and exit points to and from the proposed development and off-street car parking shall be delineated and sign-posted to at least the standard outlined in Chapter 3.5 of the Dubbo Development Control Plan 2013.  
{Reason: Implementation of Dubbo DCP 2013}
- (34) All hard stand areas, driveways, car parking and loading areas shall be fully paved in accordance with Chapter 3.5 Parking (3.5.7 – Construction Requirements) of the Dubbo Development Control Plan 2013 of a standard suitable to withstand the proposed traffic loadings.  
{Reason: Implementation of Dubbo DCP 2013}
- (35) The proposed landscaping shown on the approved development plan shall be established and maintained to at least the standard specified on the approved development plans. Such landscaping shall be established prior to occupation or use of the development.  
{Reason: To maintain the aesthetic quality of the development}
- (36) A separate application for any proposed onsite advertising/signage shall be submitted to Council if such signage does not comply with Part 2, Division 2 of State Environmental Planning Policy (Exempt and Complying Development Codes), 2008.  
{Reason: To ensure onsite advertising/signage is appropriate for the site and the locality}
- (37) Prior to the use of the development, the contribution by the developer of **\$94,958.60** (17ET) for water supply headworks contributions, pursuant to Section 64 of the Local Government Act, 1993, Division 5 of Part 2 of Chapter 6 of the Water Management Act, 2000 and in accordance with Council's adopted Combined Water Supply and Sewerage Contributions Policy dated November 2002.

Such contribution rate per ET is adjusted annually in accordance with Section 3 of the Combined Water Supply and Sewerage Contributions Policy becoming effective from 1 July each year and as adopted in Council's annual Revenue Policy.

Note 1: Council's adopted 2017/2018 financial year rate is \$5,585.80 per ET.

Note 2: As the above contribution rate is reviewed annually the 'current contribution rate' is to be confirmed prior to payment.

{Reason: Implementation of Council's adopted Combined Water Supply and Sewerage Contributions Policy, November 2002, operating from 1 January 2003}

- (38) Prior to the use of the development, the contribution by the developer of **\$136,851.37** (24.5ET) for sewerage supply headworks contributions, pursuant to Section 64 of the Local Government Act, 1993, Division 5 of Part 2 of Chapter 6 of the Water Management Act, 2000 and in accordance with Council's adopted Combined Water Supply and Sewerage Contributions Policy dated November 2002.

Such contribution rate per ET is adjusted annually in accordance with Section 3 of the Combined Water Supply and Sewerage Contributions Policy becoming effective from 1 July each year and as adopted in Council's annual Revenue Policy.

Note 1: Council's adopted 2017/2018 financial year rate is \$5,585.77 per ET.

Note 2: As the above contribution rate is reviewed annually the 'current contribution rate' is to be confirmed prior to payment.

{Reason: Implementation of Council's adopted Combined Water Supply and Sewerage Contributions Policy, November 2002, operating from 1 January 2003}

- (39) Prior to the use of the development, the contribution by the developer of **\$27,856.85** (71 trips) for urban roads headworks contribution, calculated on a per trip basis, in accordance with Council's adopted amended Section 94 Contributions Plan – Roads, Traffic Management and Car Parking, operational 3 March 2016.

Such contribution rate, per trip, is adjusted annually in accordance with Section 6.0 of the Section 94 Contributions Plan becoming effective from 1 July each year and as adopted in Council's annual Revenue Policy.

Note 1: Council's adopted 2017/2018 financial year rate is \$392.35 per commercial trip (including administration)

Note 2: As the above contribution rate is reviewed annually, the current contribution rate is to be confirmed prior to payment.

{Reason: Implementation of Council's Section 94 Contributions Plan - Roads, Traffic Management and Car Parking dated 2016}

- (40) The dormitory buildings approved with this application are for the purpose of providing accommodation for those persons undertaking training at the facility approved with this



consent. The dormitories shall not be used to provide accommodation to the general public as any other form of tourist and visitor accommodation.

{Reason: To ensure compliance with the Dubbo Local Environmental Plan 2011}

## NOTES

- (1) Lot 2 will be created as a 'lease lot' for a total term of more than five (5) years. The lease of land for such period constitutes a subdivision pursuant to Section 7A of the Conveyancing Act 1919.

Therefore, following compliance with all relevant conditions of this Development Consent for the subdivision to create Lots 1 and 2, the applicant should apply to Council, with lodgement of the Subdivision Certificate application and payment of the prescribed fee, for release of the Linen Plan(s) of Subdivision which will be duly released. Paperwork associated with the Subdivision Certificate application shall identify that the subdivision is for lease purposes.

- (2) Fees and contributions in respect to this application will be those applicable at the date of release of the Subdivision Certificate.
- (3) Please note this consent provides for short-term accommodation only within the dormitories for those undertaking training at this emergency training facility. Any use of the building(s) for long-term permanent accommodation (e.g. manager's residence) will require separate development consent.
- (4) Development Consent D17-601 concerned the demolition of buildings and structures within the development area. Condition 25 of that consent required that following completion of the 'licensed asbestos removal work', a copy of the "clearance certificate" issued by an 'independent competent person' or other person authorised under Part 8.7 of the Work Health & Safety Regulations, be provided to Council within ten (10) days of the certificate's issue.
- (5) It is requested that the Applicant include in the tender documentation for the construction of the proposed development that the successful Principal Contractor (the Builder) will be responsible for the payment of all Council sanitary and water plumbing and drainage inspection fees associated with the development. Alternatively, the Principal Contractor is to ensure that plumbing contractors when quoting on such work are informed to include such Council fees in their quotations.
- (6) Should the Geotechnical Site Investigation show a highly or extremely reactive site then, where the sanitary drainage pipework passes through the underside of the building, flexible pipework fittings must be fitted to permit articulation of the pipework equivalent with the expected soil movement. Reference should be made to AS 2870-2011 in this regard.

It is also advised that the Dubbo region has a Thornthwaite Moisture Index (TMI) of -17.6 (being Zone 4:  $\geq -25$  to  $\leq -15$  TMI). Under AS 2870-2011 Dubbo soils would thus have a design depth of suction change (Hs) equal to or greater than 3m. Consequently, site classifications are required to be modified by the addition of '-D' as specified in Clause 2.1.2 to such standard.

- (7) Details of the disabled facilities (including access paths, toilets, signage, doorway and corridor widths, doorway luminance contrast, handrails, ramps, disabled car park spaces and location of any tactile ground surface indicators) need to be adequately detailed on the construction plans to be certified under Section 109R, to permit assessment and compliance evaluation with the provisions of the BCA and the Access Code to the *Disability (Access to Premises — Buildings) Standards 2010* (the Premises Standards) as adopted under the Disability Discrimination Act (DDA).

In particular, the submitted details for the required disabled and ambulant toilets, ramps, steps and principal pedestrian entrances should include elevations and floor plans of the facilities drawn to a scale of 1:20. Reference should be made to AS 1428.1, AS/NZS 2890.6 and the Access Code regarding specific design parameters.

- (8) The fire service required to serve the proposed development must be connected to a separately metered water service. No domestic water services are permitted to be branched off from the fire service pipeline and vice versa. Council Policy requires all new fire services to be connected to a separately dedicated metered water service.

Enquiries concerning specific requirements of the Policy and the provision of a new fire service connection to the subject property, should be referred to Council's Water Supply and Sewerage Branch.

- (9) The Applicant's attention is drawn to the following matters which, if Council was to be engaged to provide BCA certification under Section 109R of the EP&A Act, would be required to be addressed and provided as part of the construction documentation for certification:

- (a) Location of proposed exit signs, directional exit signs, emergency lighting and required portable fire extinguishers;
- (b) All relevant stormwater design and disposal details;
- (c) Type and location of required portable fire extinguishers. Note: a Class F extinguisher will be required for any deep fat fryer provided to the Kitchen, pursuant to Table E1.6 of the BCA;
- (d) Details of the manner in which compliance with E1.9 of the BCA will be achieved;
- (e) Specifications detailing the proposed building's compliance with the relevant provisions of Section J *Energy Efficiency* of the BCA;
- (f) Specifications demonstrating each building's floor, wall and ceiling lining materials conform with C1.10 of the BCA with respect to their fire hazard properties;
- (g) The provision of details and drawings clearly demonstrating:

- A clear unobstructed width of not less than 1000 mm wide between handrails for required exit stairways and passageways, and
  - The risers and goings of required stairways are in conformity with D2.13 and Table D2.13 of the BCA;
- (h) Details indicating the slip-resistance classification of the proposed stair landings, treads and if specified, its nosing strips, pursuant to D2.13 and D2.14 of the BCA;
- (i) Details of the method of ventilation to be provided to the Kitchen, particularly any exhaust hoods over hot cooking surfaces;
- (j) Details demonstrating the cool room's compliance with Part G1.2 of the BCA;
- (k) Plans indicating compliance with AS 1428.1-2009 as adopted by the BCA with respect to the design of the required ambulant sanitary compartments. The Dts BCA and Access Code both require that at each bank of toilets, a sanitary compartment suitable for a person with an ambulant disability in accordance with AS 1428.1 must be provided for use by males and females, after the provision of the unisex disabled accessible toilet. Submitted plans should detail the specific set-out dimensions of the ambulant toilets. Attention should be given in part, to the following aspects of the ambulant sanitary compartment design:
- Compartment width tolerance of only 900 – 920 mm (measured between the completed wall linings and finishes) ;
  - Minimum clear compartment door width of 700 mm;
  - Minimum circulation space of 900 mm in front of the pan, clear of any door encroachment; and
  - 900 x 900 mm circulation space in front of the compartment entry door;
- (l) Occupancy calculations for the Training/Administration building, demonstrating that the proposed sanitary facilities are sufficient in terms of Part F2 of the BCA to cater for its intended Stage 1 & Stage 2 occupancies;
- (m) Specification for each building's exit door hardware (i.e. door handle and latch);
- (n) Details demonstrating that a continuous accessible path of travel for disabled persons is provided from the allotment boundary and from the required disabled car park space(s), to the doorway at the entrance floor and through the principle pedestrian entrance(s) of the applicable buildings (if deemed-to-satisfy solution utilised); or otherwise a Performance Solution prepared under Part 1.0 of the BCA to address the applicable Performance Requirements under the BCA and Access Code;
- (o) Plans indicating compliance with AS 1428.1-2009 as adopted by the BCA with respect to the design of the proposed disabled accessible and ambulant sanitary compartments. Submitted plans should detail the specific set-out dimensions of all proposed fixtures, not only for the benefit of the certifier, but also the subsequent installation tradesmen. Attention should also be given to the following aspects under the BCA and AS 1428.1-2009, and be appropriately detailed in any submitted plans/specifications:
- Doors having a clear unobstructed width of at least 850 mm (clause 13.2, AS 1428.1). Note: designers should take particular care with respect to the nominal door width that is specified, as council has observed some 920 mm doors fail to achieve compliance;
  - Door controls (clause 13.5, AS 1428.1);

- Solid opaque 75 mm wide contrast line across all fully glazed doors and side panels (clause 6.6, AS 1428.1);
  - Luminance contrast at doorways (clause 13.1, AS 1428.1);
  - Luminance contrast to vision strips on glazed doors and side panels (clause 6.6, AS 1428.1);
  - Luminance contrast to toilet seats (clause 15.2.3, AS 1428.1);
  - Floor and ground surfaces having tolerances as specified under section 7, AS 1428.1;
  - Carpets having maximum pile height/thickness under BCA clause D3.3(g) and (h);
  - Tactile ground surface indicators (TGSIs) under BCA clause 3.8 and provided with a luminance contrast as specified under clause 2.2 of AS/NZS 1428.4.1;
  - Signage as specified under section 8 AS 1428.1 and BCA clause D3.6;
  - Braille and tactile exit signage to the doors provided with emergency exit luminaries under clause E4.5, as specified pursuant to clause D3.6(a) of the BCA;
  - Electrical switches (clause 14.2, AS 1428.1);
  - Accessible car parking spaces under BCA clause D3.5 and AS/NZS 2890.6:2009;
  - Bollard to the disabled car parking spaces 'shared area' under AS/NZS 2890.6:2009; and
- (p) A drawing of required disabled car parking space(s) and their shared areas should be clearly detailed to indicate the design criteria specified under AS/NZS 2890.6:2009. In particular, it should be noted that the outline of both the car space and shared area (and any walkway within the shared area) must be delineated by yellow non-raised pavement markings having unbroken lines 80 to 100 mm wide. Further the shared area (excluding any walkway within) must be marked with diagonal ( $45 \pm 10$  degrees) stripes 150 to 200 mm wide with spaces 200 mm to 300 mm between the stripes;
- (q) Submission of a list of all required and proposed essential fire safety measures applicable to the buildings;
- (r) All structural details including specifications and design drawings and statement(s)/certificate(s) by the design engineer stipulating the Australian Standards that the design complies with, including its design wind load parameters and resistance to earthquake loads;
- (s) Design calculations and drawing demonstrating the applicable buildings can be serviced by the proposed street hydrants with respect to the flow rate, pressure and distance requirements of AS 2419.1-2005. If the street hydrants are unable to provide required hydrant protection, then details of the location of required onsite pillar hydrant(s) together with design calculations demonstrating compliance with AS 2419.1-2005 with respect to flow rate, pressure and distance limitations;
- (t) Location of required fire hose reels together with design calculations, including demonstration that such reels achieve full floor coverage of the Training/Administration building in conformity with E1.4(c)(i) and AS 2441;
- (u) Existing and finished site contours and levels associated with the development's site works;
- (v) Details indicating the smoke hazard management measures under NSW Part E2 of

- the BCA intended for the applicable buildings;
- (w) Demonstration of compliance with H1.4 and H1.7 of the BCA as applicable, with respect to the 'Auditorium';
  - (x) Details of any termite treatment to be provided to the building. Note: any *primary building element* of the structure that would be subject to attack by subterranean termites, necessitates the provision of an integrated termite barrier system;
  - (y) Details indicating the locations and construction of smoke walls in the proposed accommodation dormitories required under the BCA, particularly demonstrating compliance with clause 2 of Spec. C2.5;
  - (z) Clause 2 of Spec C2.5 of the BCA requires the required smoke walls in the Class 3 dormitory buildings to extend to-
    - (i) *non-combustible roof covering; or*
    - (ii) *a ceiling having a resistance to the incipient spread of fire to the space above itself of not less than 60 minutes.*

The BCA defines "non-combustible" as-

- "(a) applied to a material — not deemed combustible as determined by AS 1530.1 — Combustibility Tests for Materials; and*
- (b) applied to construction or part of a building — constructed wholly of materials that are not deemed combustible."*

Consequently, if the subject smoke walls are intended to be extended to the dormitory building's roof covering, then such roof covering (the proposed Kingspan KS1000 RW) must be demonstrated as being 'non-combustible' i.e. tested to AS 1530.1, to be compliant with the Dts BCA. Otherwise, a Performance Solution prepared under Part 1.0 of the BCA to address the applicable Performance Requirements under the BCA would be required;

- (aa) The intended means of sealing the gap between the top of the dormitories smoke walls and the roof covering, and any gaps/service penetrations in the wall panels of the smoke walls;
- (bb) Clause 5.1(d) of Spec C1.1 of the BCA requires as one of its options that the required fire-rated internal walls in the Class 3 dormitory buildings to extend to-
  - (iii) *non-combustible roof covering;*

The BCA defines "non-combustible" as-

- "(a) applied to a material — not deemed combustible as determined by AS 1530.1 — Combustibility Tests for Materials; and*
- (b) applied to construction or part of a building — constructed wholly of materials that are not deemed combustible."*

Consequently, if the subject fire-rated walls are intended to be extended to the dormitory building's roof covering, then such roof covering (the proposed Kingspan KS1000 RW) must be demonstrated as being 'non-combustible' i.e. tested to AS 1530.1, to be compliant with the Dts BCA. Otherwise, a Performance Solution prepared under Part 1.0 of the BCA to address the applicable Performance Requirements under the BCA would be required.

- (10) Prior to works commencing the applicant is required to ensure that a sign is erected on the work site in a prominent position at the front of the property showing:
- (a) The name of the principal contractor for the building work and a telephone number on which that person may be contacted outside working hours; and
  - (b) Stating that unauthorised entry to the work site is prohibited.

Such sign must be maintained on the site during the course of the building work and not be removed until the work has been completed.

- (11) The person having the benefit of this development consent must unless that person is the principal contractor, ensure that the principal contractor has been notified of the critical stage inspections and any other inspections that are specified by the appointed Project Manager to be carried out.
- (12) Offensive noise as defined under the Protection of the Environment Operations Act, 1997 shall not be emitted from the proposed development.

Air impurities as defined under the Protection of the Environment Operations Act, 1997 shall not be released or emitted into the atmosphere in a manner which is prejudicial to the health and safety of occupants, the surrounding inhabitants or the environment.

- (13) The Council Section 7.11/64 Contribution Plans referred to in the conditions of this consent may be viewed without charge at Council's Civic Administration Building, Church Street, Dubbo between the hours of 9:00 am and 5:00 pm, Monday to Friday. Copies are also available from [www.dubbo.nsw.gov.au](http://www.dubbo.nsw.gov.au)

*Mr S P Reynolds*  
Senior Planner 1

Date: \_\_\_\_/\_\_\_\_/\_\_\_\_



26 June 2018

NSW Rural Fire Service  
C/- Mr J Sarantzouklis  
Barnson Pty Ltd  
1 36 Darling St  
DUBBO NSW 2830

Dear Mr Sarantzouklis

**DEVELOPMENT APPLICATION D2017-667**

Proposed development: Emergency services facility (Training facility and accommodation)  
Property: Lot 152 DP 1235260, 4R Cooreena Road, Dubbo

Reference is made to your correspondence dated 12 June 2018 regarding Council's draft consent for the abovementioned development proposal, and in particular comments with regards to conditions 22, 35, 37 and 38.

1) Condition 22 – Construction Hours

Draft condition 22 concerns construction hours. While Council is prepared to amend the condition by way of extending the hours, Council holds reservations with regards to the extent of hours proposed. While the operational aspects of the airport are noted, there are a number of residential properties in close proximity to the development site on Cooreena Road. Council needs to ensure the amenity of the residents of these properties are protected. In this regard, works on Saturday evenings and Sundays/Public Holidays is not considered suitable. Council is therefore prepared to amend draft condition 22 as follows:

*Construction work shall only be carried out within the following time:*

<i>Monday to Friday:</i>	<i>6:00 am to 9:00 pm</i>
<i>Saturday:</i>	<i>8:00 am to 4:00 pm</i>
<i>Sunday and public holidays:</i>	<i>No construction work permitted</i>
<i>{Reason: Council requirement to reduce the likelihood of noise nuisance}</i>	

2) Condition 35 – Landscaping

Draft condition 35 concerns landscaping requirements. Generally when imposing this condition and when undertaking a final inspection, Council only expects the landscaping to be planted, or 'installed', in accordance with the relevant plan. It is not expected the landscaping be 'established' to full maturity to enable release of the Occupation Certificate.



All communications to: **CHIEF EXECUTIVE OFFICER**

**ABN 53 539 070 928**

PO Box 81 Dubbo NSW 2830

**T** (02) 6801 4000 **F** (02) 6801 4259 **E** [council@dubbo.nsw.gov.au](mailto:council@dubbo.nsw.gov.au)

Civic Administration Building Church St Dubbo NSW 2830

**W** [dubbo.nsw.gov.au](http://dubbo.nsw.gov.au)



Therefore, Council sees no valid reason to amend the condition, as it appears Council's and the Applicants expectations are the same with respect to the requirements of this condition.

### 3) Condition 37 – Water Supply Headworks Contributions

Draft condition 37 concerns the imposition of water supply headworks contributions. When determining a suitable contribution, Council utilised the Water Directorate (April 2017) given Council's own Water and Sewerage Contributions Policy does not accurately consider or have suitable rates for the development proposal. The most relevant land uses within the Water Directorate guidelines were motel/hotel/resort room (0.30 ET/room), restaurant/café (0.01ET/m<sup>2</sup> floor area), and education tertiary (0.02ET/person). The total sewerage ET was calculated as 17ET.

Council notes the request to waive contributions based on proposed 'in-kind' works, primarily the upgrade of existing water mains that will provide additional capacity to other aspects of the airport, not just this development.

However, Council would need to determine that an upgrade of the water main to 150mm diameter is sufficient to serve the entire airport precinct. In this regard, to service the entire water demands of the Airport precinct, an upgrade of the water main along the Mitchell Highway, along with additional water storage, is required. The upgrade of approximately 590 metres of water mains to 150mm diameter as required for the proposed development, is not likely to serve any benefit to cater for the water demands of the entire airport precinct.

Consequently, Council does not support the reasoning for completely removing the requirements of condition 37.

### 4) Condition 38 – Sewerage Supply Headworks Contributions

Condition 38 concerns the imposition of sewerage supply headworks contributions. As discussed above, when determining a suitable contribution, Council utilised the Water Directorate guidelines (April 2017) given Council's own Water and Sewerage Contributions Policy does not accurately consider or have suitable rates for the development proposal. The most relevant land uses within the Directorate were motel/hotel/resort room (0.45 ET/room), restaurant/café (0.01ET/m<sup>2</sup> floor area), and education tertiary (0.02ET/person).

The total sewerage ET was calculated as 24.5ET. However, based on the same document, the water ET was calculated as 17ET. The difference is attributed to the motel/hotel/resort room rate which for water is 0.3ET/room. Consequently, given the document used to devise the contributions does not have the same rate for water and sewer, Council does not intend to impose the same rate for both.



If you have any enquiries in this matter, please do not hesitate to contact Council's Statutory Planning Services Team Leader, Shaun Reynolds, during normal office hours, on 6801 4000.

Yours faithfully

*Darryll Quigley*  
Manager Building and Development Services

Hi Shaun

Please be advised that NSW RFS (Crown) have agreed to accept the draft consent conditions (see email extract below), as amended.

*Hi Jim,*

*Thank you. Discussed council's response with John and we are happy to accept the decision taken by council and mmproceed as per their response and allow determination to proceed ASAP.  
Could you please respond to council accordingly ASAP.*

*Thank you*

*Regards*

*Franco*

Please proceed to lodge with JRPP.

Kind Regards,

**Jim Sarantzouklis** MAIBS MEHA RPIA  
Director **Barnson Pty Ltd**



t. 1300 227 676 | f. 02 6884 5857

e. [jim@barnson.com.au](mailto:jim@barnson.com.au) | w. [www.barnson.com.au](http://www.barnson.com.au)

a. Unit 1/36 Darling Street Dubbo NSW 2830



IMPORTANT: This message and any files transmitted with it are confidential and intended solely for the use of those persons to whom the message is addressed. If you have received this message in error please notify the sender immediately and then delete this message. Any unauthorised form of reproduction of this message or any files transmitted with it is strictly prohibited. Any views or opinions presented in this message are solely those of the author and do not necessarily represent those of Barnson Pty Ltd. The recipient should check this message and any attachments for the presence of viruses. Barnson Pty Ltd accepts no liability for any damage caused by any virus transmitted by this message.

**From:** Shaun Reynolds

**Sent:** Tuesday, June 26, 2018 7:13 PM

**To:** Jim Sarantzouklis

**Subject:** Dubbo RFS training facility - Council response to draft condition amendments

Jim, see attached Council response to your letter dated 12 June regarding the draft condition amendments at the RFS training facility.

**Shaun Reynolds**

Planning Services Team Leader

Dubbo Regional Council

P 02 6801 4000 F 02 6801 4259

E [Shaun.Reynolds@dubbo.nsw.gov.au](mailto:Shaun.Reynolds@dubbo.nsw.gov.au)



<http://dubbo.nsw.gov.au>

Please consider the environment before printing this email.

This e-mail, together with any attachments, is for the exclusive and confidential use of the addressee(s). Any other distribution, use of, or reproduction without prior written consent is strictly prohibited. Views expressed in this e-mail are those of the individual, except where specifically stated otherwise. Dubbo Regional Council does not warrant or guarantee this message to be free of errors, interference or viruses.