

Proposed Development of Wingecarribee  
Animal Shelter + SES Facilities at  
1 Bowman Road, Moss Vale, NSW

## **STATEMENT OF ENVIRONMENTAL EFFECTS**

May 2022





**PROPOSED DEVELOPMENT OF  
WINGECARRIBEE ANIMAL SHELTER & SES FACILITIES AT  
1 BOWMAN ROAD, MOSS VALE, NSW****STATEMENT OF ENVIRONMENTAL EFFECTS****CONTENTS**

<b>1.0</b>	<b>INTRODUCTION</b>	<b>1</b>
<b>2.0</b>	<b>SITE DESCRIPTION</b>	<b>3</b>
2.1	Property Address	3
2.2	Legal Title	3
2.3	Site Area	4
2.4	Site Description	4
2.5	Topographical and Landscape Features	5
2.6	Site Constraints	6
2.7	Site Services	6
2.8	Vehicular Access	8
2.9	Biodiversity	8
2.10	Flood	8
2.11	Bushfire	8
2.12	Heritage	8
<b>3.0</b>	<b>SITE CONTEXT</b>	<b>9</b>
3.1	Site Context	
3.2	Surrounding Streetscape	10
<b>4.0</b>	<b>PROPOSED DEVELOPMENT</b>	<b>11</b>
4.1	Proposed Use of the Site	11
4.1.1	Wingecarribee Animal Shelter	11
4.1.2	Moss Vale State Emergency Services (SES) Unit	12
4.2	Vehicular Access and Parking	12
4.2.1	Vehicular access	12
4.2.2	Vehicular loading and service area	12
4.2.3	Parking spaces	13
4.3	Development Calculations	13
4.4	Stormwater Drainage	13
4.5	Energy Efficiency Measures	14
4.5.1	Natural ventilation and lighting	14
4.5.2	Thermal insulation	14
4.5.3	Solar panels	14
4.5.4	Rainwater tanks	14
4.6	Accessibility Measures	14
4.7	Waste Management	14
4.8	External Materials and Finishes	15
4.9	Landscaping	15

<b>5.0</b>	<b>PLANNING FRAMEWORK</b>	<b>16</b>
5.1	State and Local Planning Controls	16
5.2	Wingecarribee Local Environmental Plan 2010	16
5.2.1	Land use zone	16
5.2.2	Building height	17
5.2.3	Floor space ratio	18
5.2.4	Heritage	18
5.2.5	Natural resources sensitivity	18
5.2.6	Flood areas	19
5.2.7	Minerals and extractive resources	19
5.2.8	Earthworks	19
5.2.9	Critical habitat	20
5.2.10	Bushfire prone land	20
5.2.11	Mine subsidence	20
5.2.12	Road widening or realignment	20
5.2.13	Land reserved for acquisition	20
5.2.14	Biodiversity certified land	20
5.2.15	Contamination	20
5.3	State Environmental Planning Policy (Infrastructure) 2007	21
5.4	Moss Vale Enterprise Corridor Development Control Plan 2008	22
5.4.1	Access and movement	23
5.4.2	Building siting and design	24
5.4.3	Energy efficiency	25
5.4.4	On-site parking and loading facilities	26
5.4.5	Signage	27
5.4.6	Fencing	28
5.4.7	External lighting	28
5.4.8	Landscaping	29
5.4.9	Utility services	30
5.4.10	Biodiversity conservation	30
5.4.11	Noise	30
5.4.12	Air quality	31
5.4.13	Stormwater management	31
5.4.14	Waste management	32
<b>6.0</b>	<b>ASSESSMENT OF ENVIRONMENTAL EFFECTS</b>	<b>33</b>
6.1	Statutory Planning Considerations	33
6.2	Impacts of the Development	34
6.2.1	Impact on the natural environment	34
6.2.2	Impact on the built environment	34
6.2.3	Impact on residential or surrounding amenity	34
6.2.4	Social and economic impacts	34
6.3	Suitability of the Site	34
6.4	Submissions	34
6.5	Public Interest	35
<b>7.0</b>	<b>CONCLUSION</b>	<b>35</b>

## PROPOSED DEVELOPMENT OF WINGECARRIBEE ANIMAL SHELTER & SES FACILITIES AT 1 BOWMAN ROAD, MOSS VALE, NSW

### STATEMENT OF ENVIRONMENTAL EFFECTS

#### 1.0 INTRODUCTION

This Statement of Environmental Effects (SEE) has been prepared to accompany the Development Application for the construction of facilities for the Wingecarribee Animal Shelter and State Emergency Services (SES) at 1 Bowman Road, Moss Vale.

The proposed Animal Shelter will replace the existing Wingecarribee Animal Shelter that is located opposite the subject site, within the Resource Recovery Centre, on the northern corner of Bowman Road and Berrima Road.

The proposed SES facility will replace the existing NSW SES Moss Vale Unit located at Berrima Road between Lytton Road and Parkes Road, south of the subject site.

Documents accompanying the Development Application comprise:

**Architectural drawings** (prepared by Figgis & Jefferson Tepa):

- 3791-DA000(A): Cover Page
- 3791-DA110(A): Ground Floor Plan
- 3791-DA111(A): Roof Plan
- 3791-DA200(A): Elevations & Sections 1 – Wingecarribee Animal Shelter building
- 3791-DA201(A): Elevations & Sections 2 – State Emergency Services building
- 3791-DA440(A): Materials and Finishes

**Survey** (prepared by Richard Cox Surveyors):

- 2221-Dwg2221

**Civilworks/ stormwater drawings** (prepared by JN Responsive Engineering):

- N0211564-C001: Notes and Legend
- N0211564-C050: Typical Details – Sheet 1
- N0211564-C051: Typical Details – Sheet 2
- N0211564-C200: Site Stormwater Plan
- N0211564-C210: Roof Stormwater
- N0211564-C400: Grading Plan
- N0211564-C450: Cut and Fill Plan
- N0211564-ESM1: Notes and Legend
- N0211564-ESM2: Erosion and Sediment Control Details
- N0211564-ESM3: Erosion and Sediment Control Plan

**Landscape drawings** (prepared by

- 22-006s-A1: Cover Page
- 22-006s-A2: Landscape Plan
- 22-006s-A3: Planting Character
- 22-006s-A4: Landscape Details

**Reports:**

- Flora and Fauna Assessment (prepared by Hayes Environmental)
- Traffic Impact and Parking Assessment report (prepared by JN Responsive Engineering)
- Acoustic Design Report (prepared by Acouras Consultancy)
- Access Design Assessment Report (prepared by Design Confidence)
- Statement of Environmental Effects (prepared by AT Architecture, Planning + Urban Design)

**Authorship:**

The SEE was prepared by

Audrey Thomas

B.Sc.(Arch), B.Arch.(Hons1), Grad Dip Urban Design, M.Urban & Regional Planning, NSW Registered Architect



## 2.0 SITE DESCRIPTION

### 2.1 Property Address

The site is 1 Bowman Road, Moss Vale, located at the corner of Bowman Road and Berrima Road. (Figure 1)

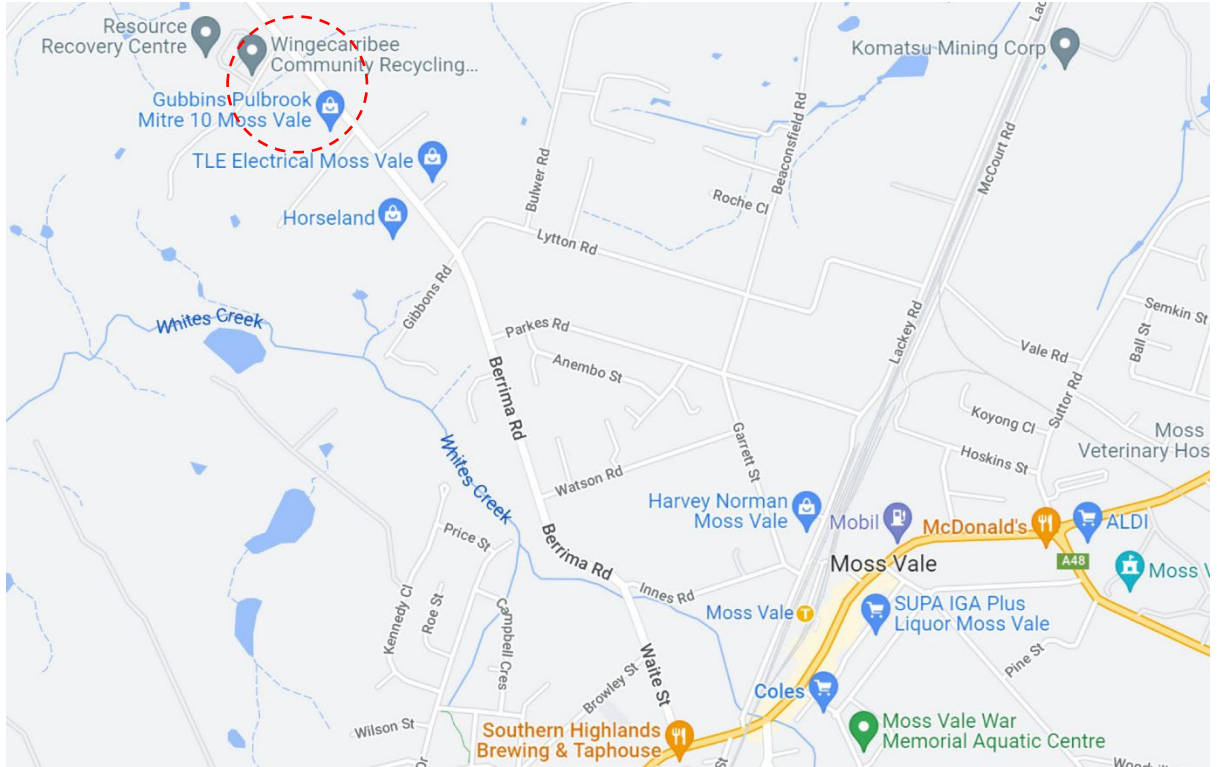


Figure 1: Location map (source: Google Maps)

### 2.2 Legal Title

Lot 2 DP 1249526 (Figure 2).



Figure 2: Site aerial (source: Six Maps)

### 2.3 Site Area

- Site area: 8,264 m<sup>2</sup>.

### 2.4 Site Description

The site is bounded by:

- Berrima Road (a regional road) – to the north-east and land on which a high pressure gas regulating station is sited (being Lot 1 DP 617670);
- Bowman Road (a local road) – to the west;
- Adjoining land to the south-west (being Lot 3 DP 1249526) with a boundary length of 107.9m; and
- Adjoining land to the south-east (being Lot 6 DP 1249526) with a boundary length of 83.7m.

The site is currently vacant, devoid of buildings. (*Figures 3, 4 and 5*)



Figure 3: View to site from corner of Bowman Road and Berrima Road



Figure 4: View to site from Bowman Road





Figure 5: View to site from Berrima Road

## 2.5 Topographical and Landscape Features

The site is relatively level, falling from its highest point at the southern corner of the site to its lowest point at the intersection of Bowmans Road and Berrima Road with a 1 in 40.6 approximate fall across the site. There are no rock outcrops or other landform features. A creekline (with no defined drainage channel) runs through the site.

The site has been cleared of native vegetation, is highly degraded and consists of exotic grassland with up to a maximum of 5% cover of native plants (Figure 6). Vegetation of note within the site comprises:

- A remnant Candlebark tree (*Eucalyptus rubida*) – located adjacent to the northern corner of the adjoining sub-station site fronting Berrima Road. **(A)**
- A copse of narrow-leaved black peppermint (*Eucalyptus nicholii*) – which is a tree native to the Northern Tablelands of NSW but is not local to the Wingecarribee region. **(B)**
- A row of native wattles (*Acacia mearnsii*) along the site's south-eastern boundary. **(C)**



Figure 6:  
Location of existing key vegetation  
(source: *Flora and Fauna  
Assessment Report*)

## 2.6 Site Constraints

Within the site are the following title easements:

- A Moomba to Sydney Natural gas pipeline easement located at the rear of the site parallel to the south-eastern boundary with width of easement of 24.385m (Q147076) – **Easement A**.
- 2m wide water drainage easements located at the site's front boundary to Bowman Road (DP 1249526) – **Easement B**, adjacent to Council's water mains trunk lines.
- 3m wide easement for underground cables located along the site's front boundary to Bowman Road and along the front boundary at the corner of Bowman Road and Berrima Road (DP 1249526) – **Easement C**.
- A substation easement, 2.7m wide, located at the western corner of the site, bordered by restrictions on the use of the land (DP 1249526) – **Easements F, G & H**.

Refer to Figure 7, Architectural Drawing: 3791-DA000(A) – Site Plan and Survey Drawing.

Within the site are the following services lines:

- APA natural gas pipe line traversing in a north-easterly south-westerly direction across the rear of the site within the pipeline easement (A).
- An underground fibre optic cable (Optus) traversing in a north-easterly south-westerly direction across the middle of the site – with 1.5m wide curtilage required on each side of the line.
- An underground fibre optic cable (TPG) traversing across the site near the Berrima Road-Bowman Road intersection – with 1.5m wide curtilage required on each side of the line.
- Telstra line traversing portion of the site near Berrima Road.

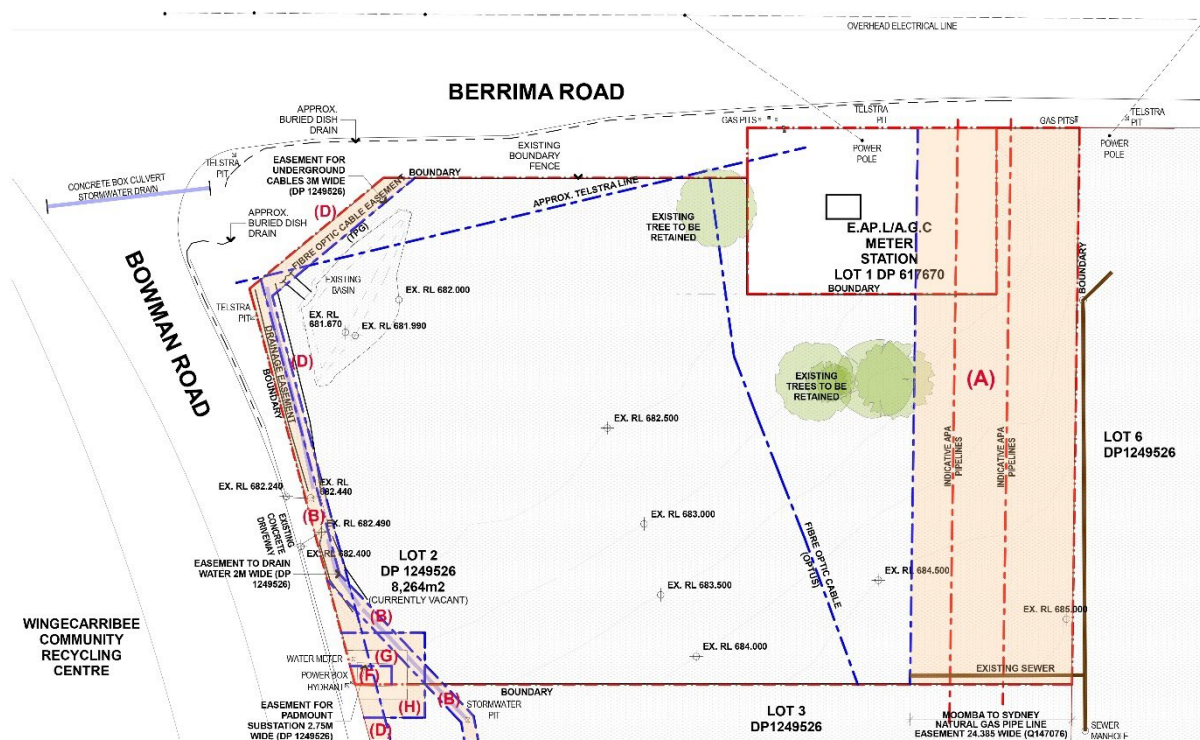


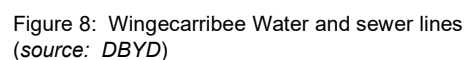
Figure 7: Site Plan

## 2.7 Site Services

### 2.7.1 Sewer drainage and potable water

- Wingecarribee Council underground sewer main reticulation lines comprising 150mm diameter UPVC pipe and associated sewer valves are located towards the rear of the site. (Figure 8)
- Potable drinking water underground mains trunk lines comprising 100mm and 150mm diameter asbestos-cement pipes are located along the site's front boundaries to Berrima Road and Bowman Road. (Figure 8)





- An underground APG gas line traverses in a north-easterly south-westerly direction within a 24.385m easement close to the rear of the site. (*Figure 9*)
- An underground Jemena 1050kPa high pressure gas line is located along Berrima Road, parallel and adjacent to the site's front boundary. (*Figure 10*)



Figure 10: Jemena gas line (source: DBYD)

- TPG underground fibre-optic cable traverses the corner of Berrima Road and Bowman Road. (*Figure 11*)
- Optus underground fibre-optic cable IOF traverses the site in a north-easterly south-westerly direction north of the E.A.P.L/A.G.C. meter station (Lot 1 DP617670). (*Figure 12*)



Figure 12: Optus telecommunication line (source: DBYD)

- Telstra underground fibre-optic cable traverses the northern corner of the site near its frontage to Berrima Road. (Figure 13)
- Nextgen telecommunication cable is located along the site's front boundary to Bowman Road. (Figure 14)
- NBN lines are located along Berrima Road and Bowman Road.

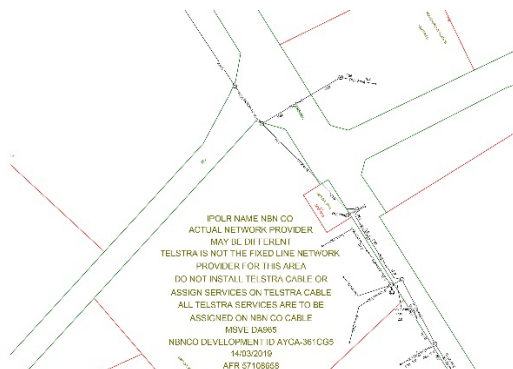


Figure 13: Telstra services (source: DBYD)

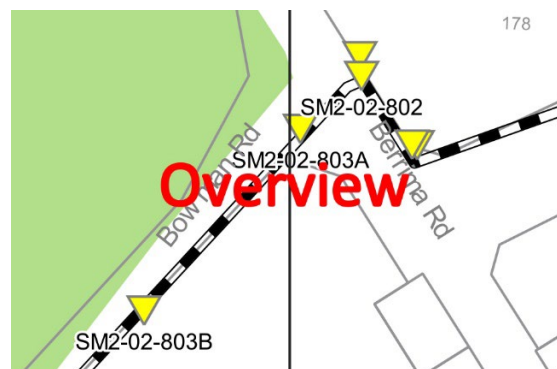


Figure 14: Nextgen services (source: DBYD)

## 2.8 Vehicular Access

There is a vehicular driveway, 5.4m wide, into the site from Berrima Road.

## 2.9 Biodiversity

The land is not biodiversity certified land under Part 6 of the *Biodiversity Conservation Act 2016*. There is no significant native vegetation or protected vegetation species on the site.

A copse of narrow-leaved black peppermint (*Eucalyptus nicholii*) – which is a tree native to the Northern Tablelands of NSW and a “vulnerable” species under the *Biodiversity Conservation Act 2016* and the *Environment Protection and Biodiversity Conservation (EPBC) Act 1999*, but is not local to the Wingecarribee area.

There are no threatened fauna species known to occur on or to utilise the site.

*Refer to Flora and Fauna Assessment Report.*

## 2.10 Flood

The site is not flood impacted. It is not within a flood planning area.

## 2.11 Bushfire

The land is not identified as bushfire prone by the Rural Fire Services.

## 2.12 Heritage

The site is not identified as having heritage significance.



### 3.0 SITE CONTEXT

#### 3.1 Site Context

The site is located within a generally rural landscape of open grassland interspersed with low scale light industrial buildings on sites closer to the township of Moss Vale to the south-east. (Figure 15) The site is approx. 2.4km from the town. Surrounding the site:

- Directly **north-west** – on the northern side of Bowman Road, is the Wingecarribee Resource Recovery Centre, Animal Shelter and Community Recycling Centre, with entry from Bowman Road. (Figures 15, 16 & 18)
- Directly **north** – near the intersection of Bowman Road and Berrima Road is a ready-mix concrete facility, with vehicular access from Berrima Road. (Figure 15, 16 & 17)
- To the **South** – are industrial outlets comprising a Mitre 10 store and landscape supplies. (Figure 15)
- Directly **south-west** – are vacant allotments, zoned for light industrial uses. (Figure 15)



Figure 15: Contextual aerial (source: Six Maps)



Figure 16: View north-west along Berrima Road





Figure 17: View south-east along Berrima Road



Figure 18: View north-east along Bowman Road

### 3.2 Surrounding Streetscape

The site has frontages to Berrima Road (to the north-east) and Bowman Road (to the north).

Berrima Road is a regional road that transitions into Waite Street and connects to the Illawarra Highway to the south-east at Moss Vale. The road is line-marked with a single lane in each direction and a speed limit of 70 km/hour within the vicinity of the site.

Bowman Road is a local, dead-end road that intersects with Berrima Road. The road is line-marked with a single lane in each direction with a speed limit of 70 km/hour.

At the site's street frontages are grassed verges but no dedicated footpath.

Adjacent developments are well setback from the streets.

## 4.0 PROPOSED DEVELOPMENT

### 4.1 Proposed Use of the Site

The site will accommodate the Wingecarribee Animal Shelter and the Moss Vale State Emergency Services unit.

#### 4.1.1 Wingecarribee Animal Shelter

The existing Wingecarribee Animal Shelter is located in the Resource Recovery Centre on the corner of Bowman Road and Berrima Road, directly opposite (north-west) the subject site.

The shelter accommodates surrendered domestic animals (dogs and cats) awaiting rehousing. The facility provides quality care for the animals and is supported by the community organisation of Friends of Wingecarribee Animal Shelter (FOWAS) as well as community volunteers who assist in walking and comforting the animals whilst awaiting rehousing.

The existing facilities are no longer fit-for-purpose, approaching end of life and have compliance issues.

The Wingecarribee Animal Shelter will comprise:

**Internal area** (GFA: 562.56 m<sup>2</sup>) with:

- Public areas:
  - Entry vestibule, reception and waiting area
  - Interview Room
  - Multipurpose Room
- Administrative areas:
  - Administrative Office
  - Staff Room
- Adoption area:
  - Holding areas with cubicles
  - Accommodation areas with cubicles with access to external exercise yard
- Impounding area:
  - Holding areas with cubicles
  - Accommodation areas with cubicles with access to external exercise yard.
- Support areas
  - Assessment and processing area
  - Grooming area
  - Isolation areas
  - Food preparation and utility room
  - Laundry and cleaner's room
  - Storage areas
- Amenities
  - Accessible/ disabled toilet

**External area:**

- Outdoor enclosures (sheltered) and runs (2 off) linked to internal accommodation cubicles with exercise yards
- Exercise yards (6 off).
- External meeting area.
- Circulation paths.
- Waste holding area.
- Delivery area.
- Passive recreation area for staff and visitors.

**Building occupants:**

- 2 permanent staff.
- Sporadic number of volunteers during the day to attend to exercising and interacting with housed animals.
- Visitors: approx. 10 visitors/ day from 10am-4pm.
- Walk-in visitors: approx. 2-3/ day.
- Visitors via bookings: 4-5.

**4.1.2 Moss Vale State Emergency Services (SES) Unit**

The existing SES facility is located at Berrima Road, between Lytton Road and Parkes Road, south of the site.

The existing facility requiring upgrade and infrastructure renewal has prompted the need to construct a new facility to satisfy the current SES requirements, the demands of a growing community and to provide quality services in the relevant disciplines.

The proposed SES facility will accommodate:

**Internal area (545.4 m<sup>2</sup>) with:**

- 3 vehicular bays for SES vehicles.
- Associated working, clothing and equipment storage.
- Training room.
- Meeting room.
- Administrative Office.
- Kitchen.
- Change Room with lockers.
- Amenities of:
  - Male and Female toilets
  - Male and Female shower area
  - Accessible/ disabled toilet with shower

**External area:**

- Passive recreational area (at rear of building).

**Building occupants:**

- Daytime: Minimal activity except during operational periods.
- Night-time training: Approx. 20-25 people (once a week).
- Responding: 2-3 people – for rescue jobs.  
4-5 people – for storm jobs.
- Special events: Approx. 40 people.

**4.2 Vehicular Access and Parking****4.2.1 Vehicular access**

- Vehicular and pedestrian access to the site will be from Bowman Road as Berrima Road is a classified road.
- Entry to and exit from the proposed development will be via the existing driveway of 5.4m in width.
- Vehicular access, parking, loading, driveway and sight-lines design ensures that vehicles can enter and exit the site in a forward direction. (*Refer to Swept Paths in Traffic Impact and Parking Assessment Report*)

**4.2.2 Vehicular loading and service areas**

- A loading area for the Wingecarribee Animal Shelter is located to the north-east of the building.
- Service vehicles are accommodated within the SES building.
- Loading and service vehicles have adequate turning space to enter and leave the site in a forward direction.



#### 4.2.3 Parking spaces

**Parking spaces for:**

	Parking	Disabled	Total
▪ Wingecarribee Animal Shelter:	7 spaces	2 spaces	9 spaces
▪ SES building:	11 spaces	2 spaces	13 spaces

#### **Bicycle spaces:**

There is adequate space within the site for bicycle parking at the rear of the site.

#### 4.3 Development Calculations

Development calculations for the proposed development area as follows:

▪ Site area:	8,264 m <sup>2</sup>
▪ Gross Floor area (GFA):	
– Wingecarribee Animal Shelter (WAS):	562.56 m <sup>2</sup>
– SES building:	<u>234.21 m<sup>2</sup></u>
– <b>Total:</b>	<b>796.77 m<sup>2</sup></b>
▪ Building setbacks:	
– Front setback from Berrima Road:	To building frontage of WAS building: 15m.
– Front setback from Bowman Road:	To WAS building: 24.16m – 29.42m.
	To SES building: 27m – 29.57m.
– Side setback from south-western boundary (to Lot 3 DP1249526) to SES building:	14.6m.
– Rear setback (to Lot 6 DP1249526) to buildings:	Exceeds 53m.
▪ Landscape setbacks/ areas, from:	
– Berrima Road:	5m
– Meter Station (Lot 1 DP617670) at Berrima Road:	3m
– Rear boundary (to Lot 6 DP1249526):	3m
– Side boundary (to Lot 3 DP1249526):	3m
– From Bowman Road:	3m approx. – 18.5m
▪ Building height (to top of roof), at:	
– WAS building:	5.8m approx. from ground level.
– SES building:	8.3m from ground level.
▪ Setbacks from infrastructure services, from:	
– Underground fibre-optic cable (Optus):	5m each side of cable.
– Underground fibre-optic cable (TPG):	5m each side of cable.

#### 4.4 Stormwater Drainage

Surface stormwater drainage from the site will be collected via drainage outlets and pits to discharge to the proposed on-site detention/ sedimentation basin sited at the northern portion of the site at the corner of Berrima Road and Bowman Road. The basin will have a:

- Retention volume: 126 m<sup>2</sup> (required and supplied)
- Maximum depth: Level of basin to match existing with 650mm to top of weir.
- Base area: 200 m<sup>2</sup>

*Refer to Stormwater Drainage drawings.*

## 4.5 Energy Efficiency Measures

### 4.5.1 Natural ventilation and lighting

- Windows are provided to perimeter rooms with use of highlight windows in the WAS building to enable natural lighting to enter the interiors of the building.
- The majority of windows will be openable to allow for optimum natural ventilation to all internal areas of the buildings.

### 4.5.2 Thermal insulation

Item	Insulation and glazing requirements
Roof/ ceiling:	<ul style="list-style-type: none"> <li>▪ Total insulation: R3.2 (minimum).</li> <li>▪ Solar absorptance of the upper surface of the roofs must not be more than 0.45.</li> </ul>
Walls:	<ul style="list-style-type: none"> <li>▪ Total insulation: R1.5 (minimum).</li> </ul>
Glazing:	All glazing components: <ul style="list-style-type: none"> <li>▪ Total system U-value <math>\leq 3.2</math>.</li> <li>▪ Total system SHGC <math>\leq 3.2</math>.</li> </ul>
Floors:	<ul style="list-style-type: none"> <li>▪ Concrete slab on ground: No insulation required.</li> <li>▪ Suspended floors: R2.0.</li> </ul>

### 4.5.3 Solar panels

Solar panels with photovoltaic cells – to be installed on the north-easterly face of the roof of the SES building.

### 4.5.4 Rainwater tanks

Roof water will be collected from both buildings, via gutters, to surface rainwater tanks, with:

- 5,000 litre capacity for the WAS building; and
- 10,000 litre capacity for the SES building.

## 4.6 Accessibility Measures

The proposed development is capable of complying with the accessibility provisions of the BCA.

The development provides 2 disabled/ accessible parking spaces, located close to the entrances of the buildings, complying with AS 2890.6–2009: *Parking facilities – Off-street parking for people with disabilities*, with:

- 2 disabled spaces for the WAS building; and
- 2 disabled spaces for the SES building.

Accessible sanitary amenities are provided with disabled/ accessible toilet with shower, to comply with AS 1438.1–2009, to each of the WAS and SES buildings.

*Refer to Access Design Assessment Report.*

## 4.7 Waste Management

### WAS facility:

- 4 x 1,100 litre bins – to be emptied weekly, with capability for use of one of the bins for recycled items.

### SES facility:

- The facility will generate less than 240 litres of waste per week. Waste bins located adjacent to the Animal Shelter will be shared with SES.

#### 4.8 External Materials and Finishes

##### WAS building:

- External walls to entry façade: Sandstone clad finish.
- External walls to remainder of building: Steel framed with colorbond cladding in “Dune” colour.
- Roof: Colorbond roof sheeting in “Shale Grey” colour.

##### SES building:

- External walls: Steel framed with colorbond cladding in “Shale Grey” colour.
- Roof: Colorbond roof sheeting in “Shale Grey” colour.

#### 4.9 Landscaping

Planting along site's exposed frontage to Berrima Road within the 5m wide setback area:

- Retention of existing Candlebark tree adjacent to Meter Station fronting Berrima Road.
- A row of 8 Cabbage gums intermixed with 1-2m high shrubs and 0.5-1m high native grasses.

Planting along the site's south-western boundary to adjacent Lot 3 DP 1249526, within the 3m wide setback area:

- A row of 6 Snow gums intermixed with 1-2m high shrubs and 0.5-1m high native grasses.

Planting along the frontage to Bowman Road:

- 0.5-1m high native grasses intermixed with 1-2m high shrubs.

Remainder of the site:

- Native grass – with low water usage and low maintenance features.

Within the central portion of the site:

- Retention of existing copse of narrow-leaved black peppermint.

Plant species selected from the Southern Highland Shale Forest vegetation.

*Refer to Landscape Drawings.*

## 5.0 PLANNING FRAMEWORK

### 5.1 State and Local Planning Controls

The site is within the Wingecarribee local government area and is subject to the following State and local planning requirements of:

- *Wingecarribee Local Environmental Plan 2010*
- *Moss Vale Enterprise Corridor Development Control Plan* (August 2008)
- *State Environmental Planning Policy (Infrastructure) 2007*
- s. 4.15 of the *Environmental Planning & Assessment Act 1979*

### 5.2 Wingecarribee Local Environmental Plan (LEP) 2010

#### 5.2.1 Land use zone

The site is zoned **IN2 Light Industrial** under Wingecarribee LEP 2010. (Figure 19)

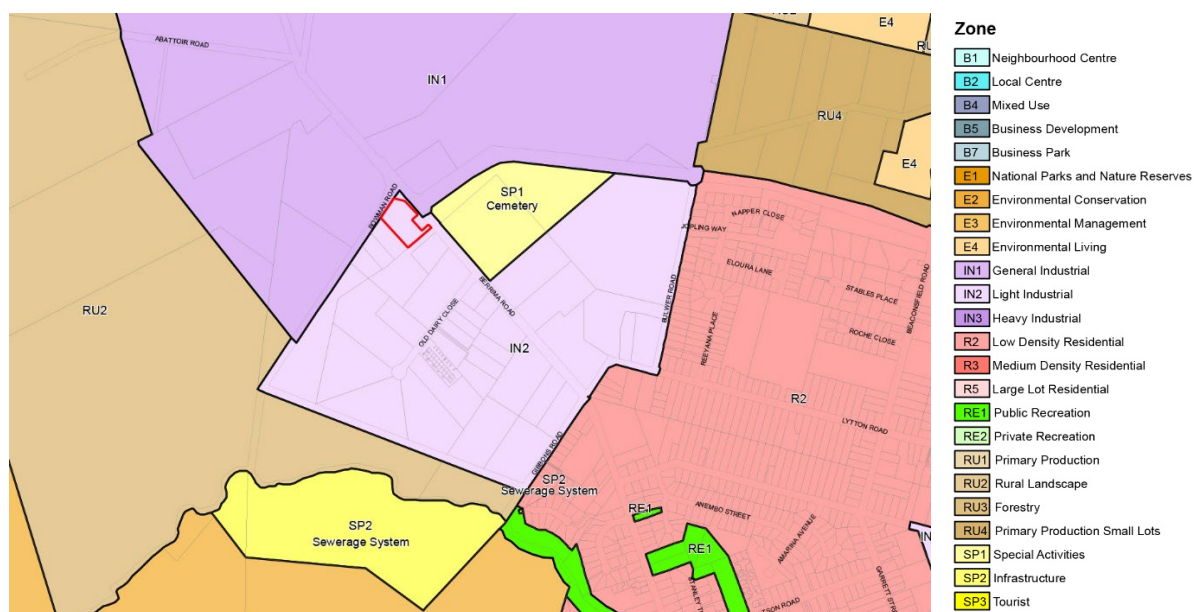


Figure 19: Land use zone (source: WLEP 2010)

#### Assessment of Compliance:

##### A. Permissibility of use for:

##### Wingecarribee Animal Shelter

The facility is not a “veterinary hospital”, which is a permissible use, but is an animal shelter. An “animal boarding or training establishment” is defined in the LEP to mean:

*“a building or place used for the breeding, boarding, training, keeping or caring of animals for commercial purposes, and includes any associated riding school or ancillary veterinary hospital.”*

is a prohibited use within the IN2 zone.

This specific animal shelter is **not** used for commercial purposes and is a Council owned and operated facility.

The facility can be classified as a “community facility” which is defined in the LEP to mean:

*“a building or place:*

- Owned or controlled by a public authority or non-profit community organisation; and*
  - Used for the physical, social, cultural or intellectual development or welfare of the community;*
- but does not include an educational establishment, hospital, retail premises, place of public worship or residential accommodation.”*

As a “community facility”, the Wingecarribee Animal Shelter is a permissible use in the zone.



**State Emergency Service (SES) facility**

The facility is classified as an “emergency services facility” which is defined in the LEP to mean:

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

An “emergency services facility is a permissible use in the zone.

**B. Zone objectives**

The proposed development complies with the objectives of the zone. Assessment of compliance with the relevant objectives is as follows:

Zone objectives (relevant)	Proposed development	Compliance
<ul style="list-style-type: none"> <li>To provide a wide range of light industrial, warehouse and related land uses.</li> </ul>	The proposed 2 facilities satisfy this requirement.	√
<ul style="list-style-type: none"> <li>To encourage employment opportunities and to support the viability of centres.</li> </ul>	The proposed development will employ staff to service these facilities.	√
<ul style="list-style-type: none"> <li>To minimise any adverse effect of industry on other land uses.</li> </ul>	The facilities will not present any adverse environmental effects such as noise, traffic generation or pollution to adjoining land uses.	√
<ul style="list-style-type: none"> <li>To enable other land uses that provide facilities or services to meet the day to day needs of workers in the area.</li> </ul>	<p>The Animal Shelter will provide a community and humanitarian need in housing unwanted animals for adoption and resettlement.</p> <p>The SES facility will house the activities and equipment of the State Emergency Services.</p>	√
<ul style="list-style-type: none"> <li>To ensure that new development and land uses incorporate measures that take account of their spatial context and mitigate any potential impacts on neighbouring amenity and character, or the efficient operation of the local or regional road system.</li> </ul>	<p>The proposed development will not have adverse impacts on neighbouring amenity and character.</p> <p>The facilities do not generate high traffic volumes or impact on the efficient operation of the road system.</p>	√

**5.2.2 Building height** (WLEP – cl. 4.3)

There is no maximum permissible building height within the zone.

The proposed height of the:

- WAS building: 5.8m
- SES building: 8.3m

**Assessment of Compliance:**

Assessment of compliance of the development with the relevant objectives of building height is as follows:

Height of building objectives (relevant)	Proposed development	Compliance
<ul style="list-style-type: none"> <li>To ensure that the heights of buildings are compatible with the character of the existing development within the surrounding area.</li> </ul>	<p>Buildings within the surrounding area are industrially styled buildings, generally single storey in height.</p> <p>The proposed buildings are single storey in height, with the:</p> <ul style="list-style-type: none"> <li>WES building of low-scale, contemporary architectural style; and</li> <li>SES building of industrial architectural style and scale.</li> </ul>	√

## 5.2.3 Floor space ratio (FSR) (WLEP – cl. 4.4)

There is no maximum FSR within the zone.

### Assessment of Compliance:

Assessment of compliance of the proposed development with the relevant objectives of FSR is as follows:

FSR objectives (relevant)	Proposed development	Compliance
<ul style="list-style-type: none"> <li>To ensure that FSRs provide development opportunities that are compatible with building heights.</li> </ul>	Development area is appropriate to, and respects the infrastructure constraints of, the site.	✓

## 5.2.4 Heritage (WLEP – cl. 5.10)

The site is not within a heritage conservation area, does not contain any items of State or local heritage significance or is in proximity to an item of heritage significance. (Figure 20)



Figure 20: Heritage areas (source: WLEP 2010)

## 5.2.5 Natural resources sensitivity (WLEP – cl. 7.4 & 7.5)

The site is not impacted by terrestrial and aquatic biodiversity or riparian waterways. (Figure 21)

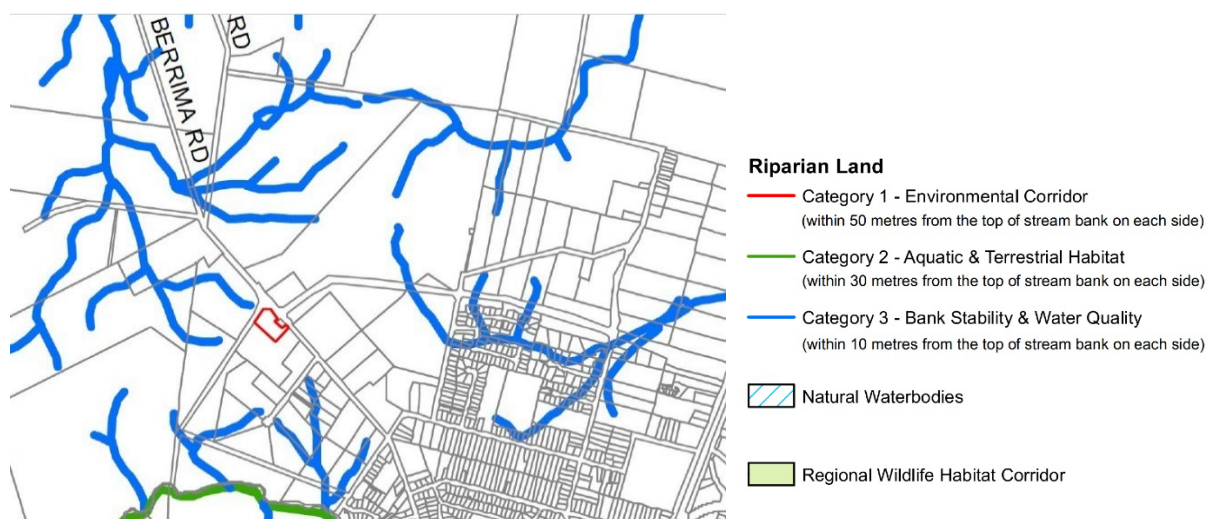


Figure 21: Natural Resources Sensitivity Map (source: WLEP 2010)

### 5.2.6 Flood areas (WLEP – cl. 5.21)

The site is not located in a flood-prone area or is impacted by flood waters. (Figure 22)



Figure 22: Flood areas (source: WLEP 2010)

### 5.2.7 Minerals and extractive resources (WLEP – cl. 7.6)

The site is not located on mineral resource land. (Figure 23)



Figure 23: Mineral and extractive resource areas (source: WLEP 2010)

### 5.2.8 Earthworks (WLEP – cl. 7.3)

There is minor cut and fill proposed for the development due to the large floor plates.

#### Assessment of Compliance:

Assessment of compliance of the proposed development with the relevant objectives of earthworks is as follows:

Earthworks objectives (relevant)	Proposed development	Compliance
<ul style="list-style-type: none"> <li>To ensure that any earthworks will not have a detrimental impact on environmental functions and processes, neighbouring uses or heritage items and features surrounding land.</li> </ul>	Earthworks in the construction of the proposed development to achieve a level building footprint will be minimal and will not have detrimental impacts on the environment, uses and features of surrounding land. There are no heritage items on the site.	√

Assessment of compliance with the matters for evaluation (cl. 7.3 (3)) is as follows:

Matters for evaluation		Proposed development	Compliance
(a)	The likely disruption of, or any detrimental effect on, existing drainage patterns and soil stability in the locality.	The proposed development footprint will be on fill in order to maintain a consistent floor level. Compaction of fill will increase the soil stability. The existing drainage pattern will not be impacted.	√
(b)	The effect of the proposed development on the likely future use or redevelopment of the land.	There will be minimal detrimental impact by the proposed development on the land.	√
(c)	The quality of the fill or of the soil to be excavated, or both.	The fill to be used will be of higher quality than existing soil, to structural engineer's design.	√
(d)	The effect of the development on the existing and likely amenity of adjoining properties.	The development will have minimal detrimental impact on the amenity of adjoining properties.	√
(e)	The source of any fill material or the destination of any excavated material.	Only VENM (virgin excavated natural materials), free from manufactured chemicals, process residues, sulphidic ores or soils will be used as fill under building slabs.	√
(f)	The likelihood of disturbing Aboriginal objects or other relics.	The site is not located alongside any riparian or environmental corridors likely to contain relics.	√
(g)	Proximity to, and potential for, adverse impacts on any watercourse, drinking water catchment or environmentally sensitive area.	The site is not located close to watercourses or environmentally sensitive areas to cause adverse impacts.	√

#### 5.2.9 Critical habitat

The land does not include or comprise critical habitat.

#### 5.2.10 Bushfire prone land

The land is not bushfire prone land.

#### 5.2.11 Mine subsidence

The land is not within a declared Mine Subsidence District under the *Coal Mine Subsidence Compensation Act*.

#### 5.2.12 Road widening or realignment

The site is not affected by road widening or road realignment under the Roads Act 1933 (Division 2, Part 3), an environmental planning instrument or under a resolution of Council

#### 5.2.13 Land reserved for acquisition

The land is not identified for acquisition by a public authority or existing/ proposed environmental planning instruments.

#### 5.2.14 Biodiversity certified land

The land is not biodiversity certified land under Part 8 of the Biodiversity Conservation Act 2016 or has any biodiversity impacts.

#### 5.2.15 Contamination

There is no record or evidence that the land is significantly contaminated or subject to a management order.



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

The proposed development has frontage to Berrima Road, which is a regional road. SEPP (Infrastructure) has specific requirements for development with frontage to classified road (Cl. 101) as well as impact of road noise or vibration on non-road development (cl. 102).

#### Assessment of Compliance:

Assessment of compliance with the relevant requirements of the SEPP is as follows:

Objectives of development with frontage to classified road (cl. 202 (1))		Proposed development	Compliance
(a)	To ensure that new development does not compromise the effective and ongoing operation and function of classified roads; and	The proposed development will have no vehicular access to Berrima Road, with access only the side street of Bowman Road. Due to the nature of the facilities, traffic generated is anticipated to be relatively light.	√
(b)	To prevent or reduce the potential impact of traffic noise and vehicle emission on development adjacent to classified roads.	The impact of traffic noise and vehicle emission will not unduly impact on the occupants of the facilities.	√

Assessment of compliance with the matters for evaluation (cl. 101 (2)) for development that has a frontage to a classified road is as follows:

Matters for evaluation		Proposed development	Compliance
(a)	Where practicable, vehicular access to the land is provided by a road other than the classified road.	Vehicular access to the proposed development will be from Bowman Road, which is a local road.	√
(b)	The safety, efficiency and ongoing operation of the classified road will not be adversely affected by the development as a result of: <ul style="list-style-type: none"> <li>▪ The design of the vehicular access to the land; or</li> <li>▪ The emission of smoke or dust from the development; or</li> <li>▪ The nature, volume or frequency of vehicles using the classified road to gain access the land.</li> </ul>	The safety, efficiency and ongoing operation of the classified road will not be adversely affected by the development as: <ul style="list-style-type: none"> <li>▪ Vehicular access to and from the site will not be directly to Berrima Road.</li> <li>▪ There will be no emission of smoke or dust from the development.</li> <li>▪ Vehicles from Berrima Road will not access directly onto the site.</li> </ul>	√ √ √
(c)	The development is of a type that is not sensitive to traffic noise or vehicle emissions, or is appropriately located and designed, or includes measures to ameliorate potential traffic noise or vehicle emissions within the site of the development arising from the adjacent classified road.	The proposed facilities have uses that are not sensitive to traffic noise or vehicle emissions.	√

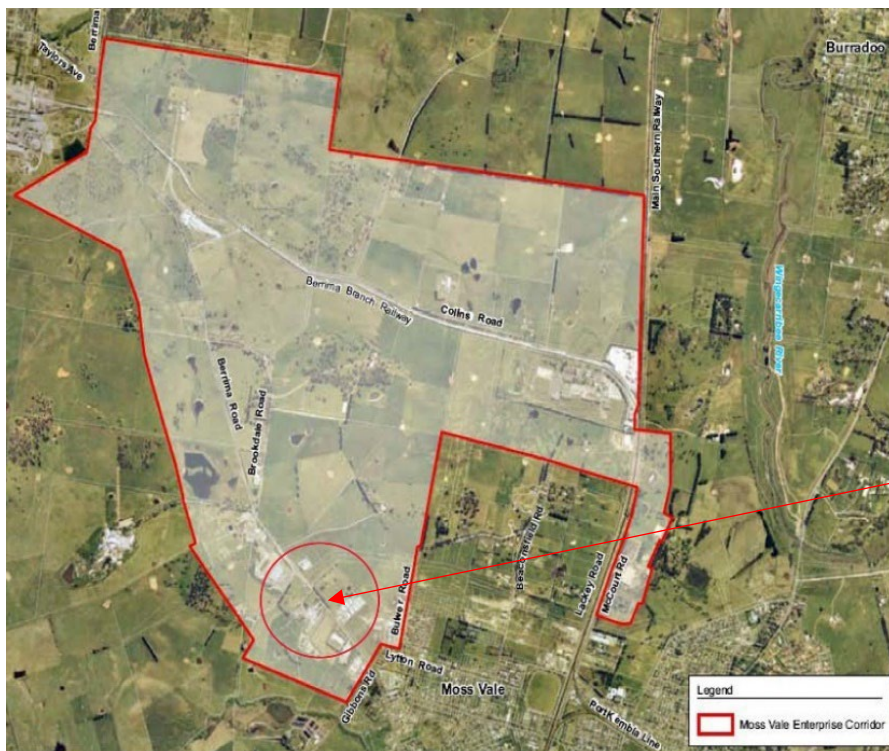
The proposed facilities with their purposes not being:

- Residential
- A place of public worship
- A hospital or
- An educational establishment or child care centre

Will not require adherence to acoustic ameliorative measures under clause 102 of the SEPP.

#### 5.4 Moss Vale Enterprise Corridor Development Control Plan (MVECDCP) 2008

The subject site is zoned **IN2 Light Industrial** under the *Wingecarribee LEP 2010*. The site is within the Moss Vale Enterprise Corridor and is covered by the *Moss Vale Enterprise Corridor Development Control Plan*. (Figure 24)

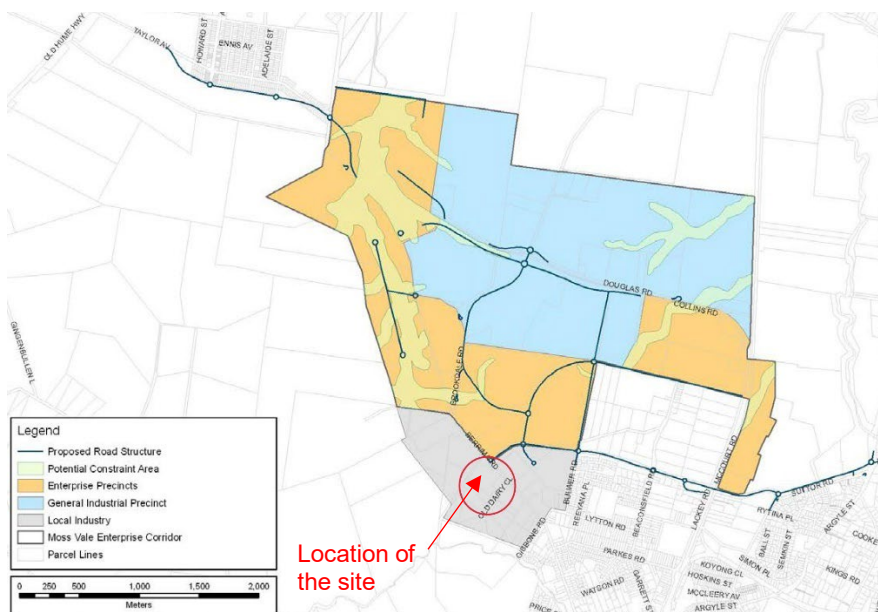


Location of the site

Figure 24: Moss Vale Enterprise Corridor  
(source: MVECDCP)

The vision for the Moss Vale Enterprise Corridor is to be developed as a sustainable employment area catering for light and general industrial development to meet the local and regional demands for industrial land.

The subject site is located within the Enterprise Corridor's **Local Industry Precinct**. (Figure 25)



Location of the site

Figure 25: Land use precincts  
(source: MVECDCP)

The site, located on the south-western side of Berrima Road is **not** within the **Potential Constraints Areas** identified in the DCP. (Figure 26)

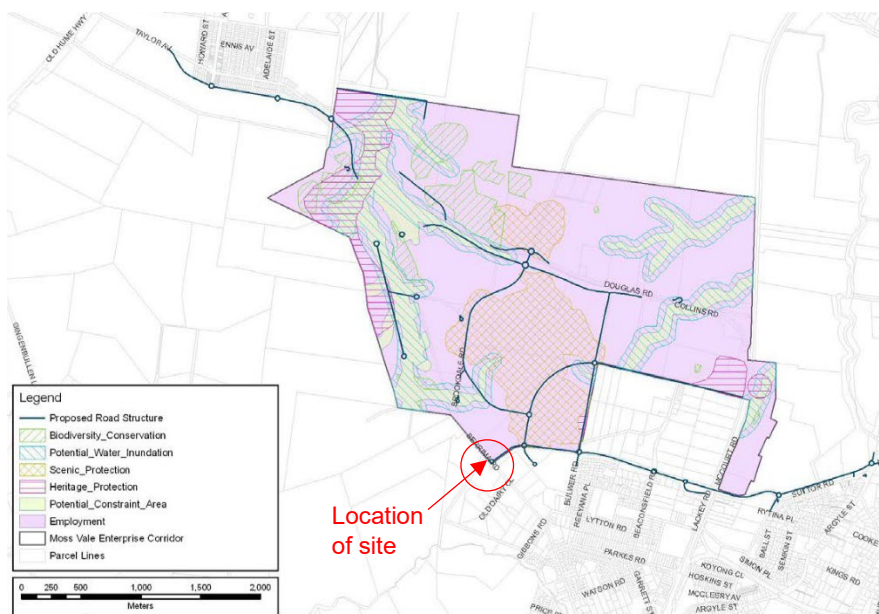


Figure 26: Land use and potential constraints area (source: MVECDCP)

MVECDCP sets out objectives and controls/ rules for development within the MVEC precinct. These are set out in **Part 3 – Development Controls** of the DCP, as follows:

#### 5.4.1 Access and movement (MVECDCP – Part 3.3)

Assessment of Compliance with the “Access and movement” controls is as follows:

Development requirements (relevant)	Proposed development	Compliance
<b>Objectives:</b>		
<ul style="list-style-type: none"> <li>An efficient and interconnected road system is established to service the area.</li> </ul>	There will be no changes to the existing road network.	√
<ul style="list-style-type: none"> <li>Site access arrangements do not compromise the safe and efficient generation of the surrounding road network.</li> </ul>	Site access is from the secondary street of Bowman Road and will not compromise the flow of traffic along Berrima Road.	√
<b>Controls/ Rules:</b>		
<ul style="list-style-type: none"> <li>Direct vehicular access onto the main roads will not be permitted. All development must have access to internal roads.</li> </ul>	The proposed development does not have vehicle access to Berrima Road. Vehicle access is from Bowman Road (side road).	√
<ul style="list-style-type: none"> <li>Vehicle access arrangements must comply with minimum standards set by applicable Australian Standards.</li> </ul>	<p>Construction for vehicle access will comply with the most recent version of:</p> <ul style="list-style-type: none"> <li>AS 2890.1: <i>Off-street car parking</i>;</li> <li>AS 2890.2: <i>Off-street commercial vehicle facilities</i>;</li> <li>AS 2890.6: <i>Off-street parking for people with disabilities</i>.</li> </ul> <p>Refer to <i>Traffic Impact and Parking Assessment Report</i> and accompanying swept paths.</p>	√

### 5.4.2 Building siting and design (MVECDP – Part 3.4)

Assessment of Compliance with the “Building siting and design” controls is as follows:

Development requirements (relevant)	Proposed development	Compliance
<b>Objectives:</b>		
<ul style="list-style-type: none"> <li>The bulk and scale of new development is appropriate to the area.</li> <li>The size and siting of buildings within lots maintains the open rural character of the area.</li> </ul>	The bulk and scale of the proposed buildings are of single and 2 storey scale, and are sited within landscaped open areas – appropriate to the open rural character of this precinct.	√
<ul style="list-style-type: none"> <li>The bulk and scale of new development does not compromise the scenic amenity of the area.</li> </ul>	The proposed development will be sited within a landscaped setting and will not compromise the scenic amenity of the area.	√
<ul style="list-style-type: none"> <li>Siting of buildings ensures that important natural or cultural features within lots are protected.</li> </ul>	There are no important natural or cultural features within the site.	√
<ul style="list-style-type: none"> <li>Buildings are to reduce water and energy use.</li> </ul>	Refer to response in Controls.	
<b>Controls/ Rules</b>		
<ul style="list-style-type: none"> <li>The height of buildings and other structures located within 50m of Berrima Road must not exceed 15m above ground level.</li> </ul>	The site is within 15m of Berrima Road. Proposed height of: <ul style="list-style-type: none"> <li>WAS building: 5.8m.</li> <li>SES building: 8.3m.</li> </ul>	√
<ul style="list-style-type: none"> <li>The minimum building setback from property boundaries adjacent to Berrima Road is 15m.</li> </ul>	Building setback from Berrima Road: 15m.	√
<ul style="list-style-type: none"> <li>The minimum building setback from other roads is 10m.</li> </ul>	Building setback from Bowman Road to: <ul style="list-style-type: none"> <li>WAS building: 24m to 29.4m.</li> <li>SES building: 27m-29.5m.</li> </ul>	√
<ul style="list-style-type: none"> <li>The minimum building setback required to side and rear lot boundaries net to rural zoned land is 15m.</li> </ul>	Site does not have boundaries to rural zoned land. Side and rear boundaries are to IN2 zoned land.	√
<ul style="list-style-type: none"> <li>Front building setback areas must be used for landscaping or car parking.</li> </ul>	Front setback area is used for landscaping and car parking.	√
<ul style="list-style-type: none"> <li>Building footprints must not exceed 65% of the total site area.               <ul style="list-style-type: none"> <li>Site area: 8,264 m<sup>2</sup></li> <li>65% x site area: 5,371.6 m<sup>2</sup></li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>WAS building footprint area: 597.27 m<sup>2</sup></li> <li>SES building footprint area: <u>545.40 m<sup>2</sup></u></li> <li>Total: 1,142.67 m<sup>2</sup></li> </ul> <p>Proposed site coverage: 153.83% approx.</p>	√
<ul style="list-style-type: none"> <li>Building materials should be non-reflective and external colours are to be muted earth and bush vegetation tones. Dark colours and large areas of white/ vibrant colours are to be avoided.</li> </ul>	External building materials are non-reflective and compatible with colours of the natural landscape: <ul style="list-style-type: none"> <li>WAS building:               <ul style="list-style-type: none"> <li>Front façade: Sandstone clad.</li> <li>Side walls: Metal framed exterior walls clad in colorbond in “Dune” (beige).</li> <li>Roof: Metal sheeting in colorbond “Shale Grey” (light).</li> </ul> </li> </ul>	√

Development requirements (relevant)	Proposed development	Compliance
	<ul style="list-style-type: none"> <li>SES building:               <ul style="list-style-type: none"> <li>Walls: Metal framed exterior walls clad in colorbond "Shale Grey".</li> <li>Roof: Metal sheeting in colorbond "Shale Grey".</li> </ul> </li> </ul>	
<ul style="list-style-type: none"> <li>Building design is to include measures to reduce water and energy use.</li> </ul>	<p>Roof water will be collected into rainwater tanks and used for external purposes such as washing down of paths and landscape irrigation.</p> <p>Solar panels will be installed on the roof of the SES building. There is potential for future installation of photovoltaic panels to the WAS building roof, if required.</p>	√
<ul style="list-style-type: none"> <li>The siting of buildings and other structures should consider the mature size and height of existing vegetation and proposed landscape treatments to protect assets and occupants.</li> </ul>	All existing mature trees within the site will be retained and incorporated into the proposed development.	√

#### 5.4.3 Energy efficiency (MVECDP – Part 3.5)

Assessment of Compliance with the "Energy efficiency" controls is as follows:

Development requirements (relevant)	Proposed development	Compliance
<b>Objectives:</b>		
<ul style="list-style-type: none"> <li>Buildings are to minimise energy use.</li> <li>Thermal performance of buildings is maximised.</li> </ul>	Proposed buildings are orientated with use of sustainable passive and active measures as outlined below.	√
<b>Controls/ Rules:</b>		
<ul style="list-style-type: none"> <li>Building design demonstrates an appropriate response to local climate and to the site and its context.</li> </ul>	<p>Proposed buildings are orientated with use of sustainable passive and active measures to <b>both buildings</b> include:</p> <ul style="list-style-type: none"> <li>Solar/ photovoltaic cells mounted on the NE aspect of the SES roof providing power.</li> <li>Thermal insulation to walls and roofs.</li> <li>Roof colour – colorbond "Shale Grey" (light).</li> <li>Deep eaves and awnings.</li> <li>Openable windows and operable highlight windows.</li> </ul>	√
<ul style="list-style-type: none"> <li>Passive solar and passive ventilation are incorporated into the design of buildings to minimise reliance on electrical and mechanical systems.</li> </ul>	<p>The WAS building is designed to provide solar access and natural ventilation with:</p> <ul style="list-style-type: none"> <li>Glazed façade to NW, sheltered by a canopy controlling solar access to public areas.</li> <li>NE operable vertical highlight windows to animal holding and reception areas.</li> <li>Glazed doors to the NE façade to allow for solar access and natural light into passageways.</li> <li>Natural light and ventilation to all animal holding areas and perimeter rooms.</li> </ul> <p>Both buildings to have openable windows to rooms.</p>	√



Development requirements (relevant)	Proposed development	Compliance
<ul style="list-style-type: none"> <li>New development must consider building design and operation measures that reduce energy consumption relative to conventional buildings. These include:               <ul style="list-style-type: none"> <li>Use of renewable energy sources such as solar or heat pump water systems.</li> <li>Use of sustainable energy technologies such as photovoltaic cells and co-generation.</li> <li>Use of renewable or recyclable building materials.</li> <li>Insulation of roofs and walls to comply with standards.</li> </ul> </li> </ul>	Both buildings will: <ul style="list-style-type: none"> <li>Use renewable energy sources of photovoltaic cells.</li> <li>Metal and steel frames clad externally with metal cladding which is recyclable.</li> <li>Insulation to roofs and walls to comply with BCA/ NCC requirements.</li> </ul>	√
<ul style="list-style-type: none"> <li>Maximise use of natural light to internal spaces through window type and location and insulated roof windows.</li> </ul>	Windows and highlight windows are proposed to optimise entry of light into the WAS building.	√
<ul style="list-style-type: none"> <li>Use energy efficient (low energy demand) fittings and switches.</li> </ul>	Lighting will be low energy LED fittings.	√

#### 5.4.4 On-site parking and loading facilities (MVECDP – Part 3.6)

Assessment of Compliance with the “On-site parking and loading facilities” controls is as follows:

Development requirements (relevant)	Proposed development	Compliance
<b>Objectives:</b>		
Adequate on-site vehicle parking is provided for employees and visitors.	Adequate on-site car parking is provided to accommodate the number of occupants and visitors to the building.	√
On-site loading facilities and vehicle manoeuvre areas are adequate for the operational needs of site development.	On-site loading areas and adequate circulation space are provided for vehicles to enter and exit the site in a forward direction.	√
Large open hardstand areas are screened and landscaped to reduce visual impact.	Perimeter landscaping is provided to the site with 5m landscape strip comprising medium high shrubs along the site's exposed frontage to Berrima Road.	√
<b>Controls/ Rules:</b>		
<div>The number of car parking spaces to be provided on the site shall be in accordance with the Car Parking Schedule which requires for:</div> <div><div><div>▪ Community facilities &amp; public administration buildings</div><div>1 space/ 30m<sup>2</sup> – with minimum of 3 spaces</div></div><div><div>▪ WAS building area:</div><div>562.56 m<sup>2</sup> = 19 spaces</div></div><div><div>▪ SES building area:</div><div>234.21 m<sup>2</sup> = 8 spaces</div></div></div>	<div>The existing Animal Shelter located at the Resource Centre site on the north-western side of Bowman Road has 6 on-site parking spaces:</div> <div><div>▪ 2 car spaces for staff – for its 2 permanent staff; and</div><div>▪ 4 visitor car spaces – for up to 10 visitors/ day.</div></div> <div>The new facility's staff numbers are not anticipated to significantly vary.</div> <div>The SES facility is anticipated to have minimal activity except during operational periods with:</div> <div><div>▪ 2-5 responders generally on site;</div><div>▪ Night-time training – 20-25 people/ event;</div><div>▪ Special events – 40 people approx.</div></div>	

Development requirements (relevant)	Proposed development	Compliance
	<p>Car parking spaces proposed for:</p> <ul style="list-style-type: none"> <li>WAS facility: 9 spaces inclusive of 2 disabled spaces.</li> <li>SES facility: 13 spaces inclusive of 2 disabled spaces.</li> </ul> <p>Due to the small amount of staff occupying and visitors generated by the WAS facility, the car spaces provided is adequate, and greater than existing spaces, to serve their needs. Overflow parking generated by the SES facility during evening training sessions can be accommodated within the WAS parking spaces.</p>	<p>√</p> <p>√</p>

#### 5.4.5 Signage (MVECDP – Part 3.7 and Appendix 2)

Assessment of Compliance with the “Signage” controls is as follows:

Development requirements (relevant)	Proposed development	Compliance
Signage shall comply with Appendix 2.		
<b>Objectives for signs in Industrial zones</b>		
<p>Ensure that signs:</p> <ul style="list-style-type: none"> <li>Do not dominate building facades of industrial development;</li> <li>Are in scale with associated buildings and/ or the space in which signs are positioned; and</li> <li>Complement the landscape setting of the development.</li> </ul>	<p>Signage proposed on the facades of the buildings will not dominate the building facades and are subservient in scale within the context of their placement.</p>	√
<b>Business identification signs – for premises/ properties fronting a State/ Regional road or road other than a State/ Regional road</b>		
<p><b>No. of signs:</b></p> <ul style="list-style-type: none"> <li>A total maximum number of 2 business identification signs shall be permitted in respect of each approved development in an industrial zone where properties have frontage to a State/ Regional road.</li> </ul>	<p>No. of signs to each proposed building:</p> <ul style="list-style-type: none"> <li>WAS building: 1 building identification sign – located on the building façade fronting Bowman Road.</li> <li>SES building: 2 building identification signs – located on the façade fronting Bowman Road and façade fronting the side boundary.</li> </ul>	√
<p><b>Form, size and location of signs to buildings with frontage to a road:</b></p> <ul style="list-style-type: none"> <li>Flush mounted signs on a relevant wall of a building to be in an architecturally compatible manner, where the sign panel is either framed or painted and: <ul style="list-style-type: none"> <li>Does not exceed 5 m<sup>2</sup> in area; and</li> <li>Does not protrude beyond the parapet or any wall.</li> </ul> </li> <li>Where facing a road (other than State/ Regional road): <ul style="list-style-type: none"> <li>Shall be treated on their individual merits;</li> </ul> </li> </ul>	<p>Area of business identification sign for:</p> <ul style="list-style-type: none"> <li>WAS building: 4.2m x 1m = 4.2 m<sup>2</sup>.</li> <li>SES building: <ul style="list-style-type: none"> <li>8.45m x 0.6m = 5.07 m<sup>2</sup> (one on each façade)</li> <li>1.7m x 1.2m = 2.04 m<sup>2</sup></li> </ul> </li> <li>Signage will be flush and mounted onto the façade of the buildings.</li> <li>Signage to SES building is to SES “branding” requirements.</li> </ul>	<p>√</p> <p>√</p> <p>√</p>

Development requirements (relevant)	Proposed development	Compliance
<ul style="list-style-type: none"> <li>Must satisfy the objectives for signs in industrial zones; and</li> <li>Not be a risk to neighbourhood amenity.</li> </ul>	<ul style="list-style-type: none"> <li>Signage to WAS building is placed about the entrance to the building and does not impact on streetscape amenity.</li> </ul>	
<b>Illumination of signs located in Industrial zones:</b> <ul style="list-style-type: none"> <li>Signs shall be lit by means of floodlighting, fluorescent or incandescent forms of backlighting;</li> <li>Not create light spillage into existing adjoining or nearby residences;</li> <li>Not be of such intensity, positioning and/ or scale as to create a driver of pedestrian distraction or hazard.</li> </ul>	<ul style="list-style-type: none"> <li>Business identification signs to the buildings are proposed to be lit by general lighting and not backlit.</li> <li>There are no adjacent residential areas that will be impacted by the external lighting of the building or signage.</li> <li>The signage fronting Bowman Road will not cause distraction or hazard to drivers or pedestrians.</li> </ul>	 √  √  √

#### 5.4.6 Fencing (MVECDP – Part 3.8)

Assessment of Compliance with the “Fencing” controls is as follows:

Development requirements (relevant)	Proposed development	Compliance
<b>Objectives:</b>		
<ul style="list-style-type: none"> <li>New boundary fencing is designed to secure development sites without adverse visual impact.</li> </ul>	Existing boundary fence is to remain, comprising galvanised steel posts and wire mesh.	√
<b>Controls/ Rules:</b>		
<ul style="list-style-type: none"> <li>Transparent or open-style fencing along street frontages is encouraged and should not be located forward of the building line.</li> <li>The integration of landscaping with fence lines is encouraged.</li> </ul>	Existing wire mesh boundary fence to remain.	√

#### 5.4.7 External lighting (MVECDP – Part 3.9)

Assessment of Compliance with the “External lighting” controls is as follows:

Development requirements (relevant)	Proposed development	Compliance
<b>Objectives:</b>		
<ul style="list-style-type: none"> <li>Adequate external lighting is provided for operational and security purposes.</li> </ul>	External lighting will have light levels to comply with Australian Standards for exterior lighting.	√
<ul style="list-style-type: none"> <li>Light spill and glare from external lighting does not impact on surrounding properties or compromise road safety.</li> </ul>	Lighting will be placed such that glare and light spill will not impact on passing motorists.	√
<ul style="list-style-type: none"> <li>The design of external lighting minimises visual impact on surrounding areas.</li> </ul>	The facilities and site will be illuminated at night with low levels of illumination for safety and security of the premises.	√

**5.4.8 Landscaping** (MVECDP – Part 3.10)

Assessment of Compliance with the “Landscaping” controls is as follows:

Development requirements (relevant)	Proposed development	Compliance
<b>Objectives:</b>		
<ul style="list-style-type: none"> <li>▪ Landscape treatments integrate existing native vegetation within the development where possible.</li> <li>▪ Landscape treatments complement the area and create consistent and attractive streetscapes.</li> <li>▪ Landscape treatments reduce the visual impact of development and enhance the amenity of users.</li> <li>▪ Water use for maintenance of landscaped areas is minimised.</li> </ul>	Existing mature trees and shrubs within the site are to remain.	√
	Trees consisting of Southern Highland Shale Forest species will be planted along the Berrima Road frontage north of the Meter Station and along the south-western boundary of the site.	√
	Landscape vegetation will additionally comprise shrubs and native grasses with the rear, unpaved portion of the site in native seeded grass.	√
	Irrigation of vegetated areas will be minimal and species selected will be drought tolerant. Rainwater stored in tanks will be used for landscape irrigation.	√
<b>Controls/ Rules:</b>		
<ul style="list-style-type: none"> <li>▪ A minimum 5m deep landscaped area is to be established along any lot boundary adjacent to Berrima Road in the Local Industry Precinct.</li> </ul>	A minimum 5m wide landscape strip is provided along the Berrima Road front boundary to the site.	√
<ul style="list-style-type: none"> <li>▪ A minimum 3m wide landscaped area is to be established along the side and rear boundaries of a site.</li> </ul>	A 3m wide landscape strip is provided to the site's boundaries with: <ul style="list-style-type: none"> <li>▪ Meter Station (Lot 1 DP617670);</li> <li>▪ Rear boundary (to Lot 6 DP1249526);</li> <li>▪ Side boundary (to Lot 3 DP1249526).</li> </ul>	√
<ul style="list-style-type: none"> <li>▪ The height and density of vegetation within building setback areas must be sufficient to provide effective visual softening to buildings and other structures and open hardstand areas.</li> </ul>	Trees, 1-2m high shrubs and 0.5-1m high native grasses will be planted along the Berrima Road frontage, north of the Meter Station – as a vegetation screen barrier and visual softening to the busy road.	√
	A mix of 1-2m high shrubs and 0.5-1m high native grasses will be planted along the Bowman Road frontage – with shallow root system to avoid impacting underground infrastructure lines and to soften the impact of the car parking area.	√
	Low water usage and maintenance native grass will be provided along the remainder of the site.	√
<ul style="list-style-type: none"> <li>▪ Landscaping should be integrated with existing native vegetation and should use compatible local native species selected from the Council native species list.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Existing mature trees and perimeter shrubs within the site will remain.</li> <li>▪ New planting species are selected from the Southern Highlands Shale Forest vegetation community.</li> </ul>	√



Development requirements (relevant)	Proposed development	Compliance
<ul style="list-style-type: none"> <li>Provide shade to car parking areas and to soften the appearance of large expanses of hardstand areas.</li> </ul>	<ul style="list-style-type: none"> <li>A row of Snow gums will be planted along the south-western boundary landscaped area to contribute to providing shade to the SES parking area.</li> <li>As it is not feasible for deep-rooted trees to be planted along the Bowman Road frontage due to presence of infrastructure lines and detention basin, trees will be planted along Berrima Road frontage, north of the Meter Station.</li> </ul>	 √  √

*Refer to Landscape Plan.*

#### 5.4.9 Utility services (MVECDP – Part 3.11)

Assessment of Compliance with the “Utility services” controls is as follows:

Development requirements (relevant)	Proposed development	Compliance
<b>Controls/ Rules:</b>		
<ul style="list-style-type: none"> <li>Lots must be connected to essential utility services before development can proceed.</li> </ul>	The site is connected to essential utility services.	√
<ul style="list-style-type: none"> <li>Utility services must be adequate to meet the demands generated by the proposed development.</li> </ul>	Utility services within the site are adequate to service the site.	√

#### 5.4.10 Biodiversity conservation (MVECDP – Part 3.12)

Assessment of Compliance with the “Biodiversity conservation” controls is as follows:

Development requirements (relevant)	Proposed development	Compliance
<b>Objectives:</b>		
<ul style="list-style-type: none"> <li>Retain significant remnant native vegetation.</li> </ul>	Existing mature trees on the site will be retained.	√
<ul style="list-style-type: none"> <li>Threatened plant species and endangered ecological communities are protected.</li> </ul>	There are no threatened plant species or endangered ecological communities on the site.	NA
<ul style="list-style-type: none"> <li>Threatened fauna species and important habitat and habitat corridors are protected.</li> </ul>	There are no threatened fauna species or habitat on the site.	NA
<b>Controls/ Rules:</b>		
<ul style="list-style-type: none"> <li>The siting of development must consider the presence of remnant vegetation. Mature trees are to be retained where possible.</li> </ul>	Remnant vegetation and mature trees on the site will be retained.	√

*Refer to Flora and Fauna Assessment Report.*

#### 5.4.11 Noise (MVECDP – Part 3.14)

Assessment of Compliance with the “Noise” controls is as follows:

Development requirements (relevant)	Proposed development	Compliance
<b>Objectives:</b>		
<ul style="list-style-type: none"> <li>Noise emissions from future development do not adversely impact on surrounding rural and residential areas.</li> </ul>	The proposed development generates low noise levels. The site is not surrounded by rural and residential areas.	√

**5.4.12 Air quality** (MVECDP – Part 3.15)

Assessment of Compliance with the “Air quality” controls is as follows:

Development requirements (relevant)	Proposed development	Compliance
<b>Objectives:</b>		
<ul style="list-style-type: none"> <li>Development does not adversely impact on ambient local air quality.</li> <li>Air emissions from development do not cause nuisance or health issues for surrounding properties.</li> </ul>	The proposed development does not emit air pollutants and will not adversely impact on air quality or emit air that cause health issues for surrounding properties.	√

**5.4.13 Stormwater management** (MVECDP – Part 3.16)

Assessment of Compliance with the “Stormwater management” controls is as follows:

Development requirements (relevant)	Proposed development	Compliance
<b>Objectives:</b>		
<ul style="list-style-type: none"> <li>Stormwater is managed on-site to ensure post-development runoff does not exceed pre-development levels.</li> </ul>	The site is not located in a flood-prone area. Stormwater run-off is managed on site. Refer to Stormwater drawings.	√
<ul style="list-style-type: none"> <li>Development does not adversely impact on water quality in local watercourses.</li> </ul>	The development is not in proximity to, and will not impact on, water courses.	√
<ul style="list-style-type: none"> <li>Sustainable development form part of the stormwater management strategy for site development.</li> </ul>	Stormwater will be directed to and detained in an on-site detention (OSD) basin located at the front of the site.	√
	Roof water will be collected from gutters and downpipes into rainwater tanks and used for irrigation of landscaping and cleaning of paths.	√
<b>Controls/ Rules:</b>		
<p>A Stormwater Management Plan is to be submitted with the application, with requirements:</p> <ul style="list-style-type: none"> <li>Drainage system to collect runoff from hard surfaces is to be provided, with pipe drainage system designed for a 1 in 20 year storm event.</li> <li>Overland flow paths to accommodate flows in excess of the 1 in 20 year storm event and up to the 1 in 50 storm event must be provided.</li> <li>Detention basis to limit post-development flows to pre-development flows for all storm durations.</li> <li>Details of water quality devices to ensure pollutants do not contaminate water leaving the site.</li> <li>Sustainable development and water sensitive urban design measures to be provided – to include integration with proposed landscaped areas.</li> </ul>	The stormwater design for the proposed development complies with these requirements.	√

**5.4.14 Waste management** (MVECDP – Part 3.17)

Assessment of Compliance with the “Waste management” controls is as follows:

Development requirements (relevant)	Proposed development	Compliance
<b>Objectives:</b>		
<ul style="list-style-type: none"> <li>▪ A Waste Management Plan is required for all demolition and/ or construction works that addresses:               <ul style="list-style-type: none"> <li>– Volume and type of waste, land fill and recyclables.</li> <li>– Storage and treatment of waste and recyclables on site.</li> <li>– Facilities proposed to receive residual waste and recyclables.</li> </ul> </li> </ul>	A Waste Management Plan will be provided by the selected Building Contractor.	To comply

## 6.0 ASSESSMENT OF ENVIRONMENTAL EFFECTS

In determining the subject Development Application, Council is required to consider those relevant matters listed in Section 4.15 of the *Environmental Planning and Assessment Act 1979*. These have been considered as follows:

### 6.1 Statutory Planning Considerations

Section 4.15 requires the consent authority to take into consideration:

- a) *the provisions of:*
- (i) *any environmental planning instrument; and*
  - (ii) *any proposed instrument that is or has been the subject of public consultation under this Act and has been notified to the consent authority; and*
  - (iii) *any development control plan; and*
  - (iv) *the regulations (to the extent that they prescribe matters for the purposes of this paragraph);*
- that apply to the land to which the development application relates.*

#### (i) Environmental planning instruments

##### Wingecarribee Local Environmental Plan (LEP) 2010

The proposed development, sited in a IN2 Light Industrial zone under Wingecarribee LEP 2010, with the:

- **WAS building** – classified as a “community facility”, as the facility is a building owned and controlled by Council for an animal shelter for community benefit. A community facility is permissible within the IN2 land use zone.
- **SES building** – as an “emergency services facility”, is a permissible use within the IN2 zone.

The proposed development is consistent with the zone objectives and complies with the principal development standards of the LEP in relation to:

- No maximum height and development density (floor space ratio) requirements for development within the zone.
- The site has no heritage values, or natural resources sensitivities, is not in a flood prone/ impacted area, is not land with mineral resources.

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

The proposed development complies with SEPP (Infrastructure) as it:

- Does not have vehicular access directly from Berrima Road, which is a regional road.
- Does not have residential of facilities with noise sensitivity uses that will require noise amelioration.
- Generates generally low traffic volumes and will not generate pollution impacts on the surrounding roadways.

#### (ii) Proposed draft instruments

There are no draft instruments relevant to the proposed development to be considered.

#### (iii) Development Control Plans

The proposed development complies with the *Moss Vale Enterprise Corridor DCP 2008* in relation to the requirements of:

- Building siting and design – in terms of setbacks, site cover and building design;
- Energy efficiency;
- Site access and movement;
- Landscaping;
- Stormwater; and
- Other ancillary requirements.

Car parking spaces provided within the site satisfies the occupancy rates of both buildings and complies generally with the car parking requirement for “community facilities”.

#### (iv) Regulations

Not applicable.



## 6.2 Impacts of the Development

Section 4.15 requires the consent authority to consider:

- a) *the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality.*

The likely impacts of the proposed development are addressed as follows:

### 6.2.1 Impact on the natural environment

There is no threatened or endangered flora or fauna on the site. The existing mature copse of trees at the central portion of the site will be retained and integrated into the proposed landscape design of the development.

Stormwater discharge from ground surfaces will be to an on-site detention/ sedimentation basin located at the portion of the site at the corner of Berrima Road and Bowman Road. The area is currently a natural catchment area for excess surface water.

### 6.2.2 Impact on the built environment

The proposed development will not significantly or adversely impact surrounding sites or existing road network. The siting of the development allows for clear sight lines to and from Berrima Road. The siting and design of the development complies with the Moss Vale Enterprise Corridor DCP.

### 6.2.3 Impact on residential or surrounding amenity

The proposed development will not impact on the amenity of surrounding properties in terms of solar access/ overshadowing and noise.

### 6.2.4 Social and economic impacts

The proposed development will replace the existing animal shelter and SES facilities located within the local area with facilities that meet their current needs.

## 6.3 Suitability of the Site

Section 4.15 of the EP&A Act requires the consent authority to consider:

- (c) *The suitability of the site for the development.*

The site is in an **IN2 Light Industrial** zone under WLEP 2010. The proposed uses are assessed as permissible within the zone and complies with the objectives of the zone.

Additionally, the site is not impacted by:

- Environmental, ecological or heritage factors
- Bushfire
- Flood
- Land contamination
- Ground water
- Land acquisition such as road widening

## 6.4 Submissions

Section 4.15 of the Act requires the consent authority to consider:

- (d) *Any submissions made in accordance with this Act or the regulations.*

Any relevant representations will need to be considered by the consent authority in the determination of this Development Application.

## 6.5 Public Interest

Section 4.15 of the Act requires the consent authority to consider:

(e) *The public interest.*

The proposed development will be needed and welcomed by the local community. The siting of the proposed development takes into consideration the underground infrastructure network and legal easements of the site, so as not to impact on these services.

The design addresses the functional use of these community facilities integrated with ecologically sensitive design measures to provide a responsible and contributory development.

## 7.0 CONCLUSION

The proposed development complies with the relevant environmental planning instruments (State and local) and development control plans that have jurisdiction on the site.

The development comprising an upgraded and improved Animal Shelter for Wingecarribee Council and a State Emergency Service facility contribute to the social needs of the local and regional community and is of public benefit, on a site suitable for such development.

The development does not impact on ecological or natural environmental factors and revegetating the non-developed areas of the site will improve its existing degraded landscape.

The traffic generated by the facilities will not be significant. The development has no adverse impact on the amenity of properties within the neighbourhood.

The design of the development contributes to the urban design and streetscape of this designated industrial precinct.