

**JINDABYNE POLICE STATION,
16-18 Thredbo Terrace, Jindabyne**

STATEMENT OF ENVIRONMENTAL EFFECTS



Submitted to: Snowy Monaro Regional Council and
Southern Region Planning Panel

Client: Group GSA on behalf of Brookfield Global Integrated
Solutions (Brookfield GIS) on behalf of NSW Police

MG Planning Pty Ltd

PO Box 197
DRUMMOYNE NSW 1470
P: 9719 3118

February 2021

© 2021 MG Planning Pty Ltd

Reproduction of this document or any part thereof is not permitted without prior written permission.

CONTENTS

1. INTRODUCTION	1
2. PROJECT BACKGROUND	3
2.1 Introduction	3
2.2 Strategic need for the proposal	3
2.3 Existing facilities	4
3. SITE DESCRIPTION	5
3.1 Site Location and Description	5
3.2 Site and Surrounds	7
3.3 Site Ownership	7
4. PROJECT DESCRIPTION	8
4.1 Project Overview and Staging	8
4.2 Key Project Statistics	9
4.3 Design Statement	9
4.4 Detailed Description	11
4.5 Materials and Finishes	12
4.6 Hours of Operation	13
4.7 Access and Car Parking	13
4.8 Demolition, Excavation and Civil Works	13
4.9 Fencing and Lighting	13
4.10 Signage	14
4.11 Landscaping	14
4.12 Ecologically Sustainable Design	14
4.13 Waste Management	15
5. ENVIRONMENTAL ASSESSMENT	16
5.1 Commonwealth Legislation	16
5.2 NSW Legislation	16
5.2.1 Environmental Planning and Assessment Act 1979	16
5.2.2 Integrated development	17
5.3 Environmental Planning Instruments	17
5.3.1 State Environmental Planning Policies	17
5.3.2 Snowy River Local Environmental Plan 2013	22
5.3.3 Development Control Plans	25
5.4 Section 4.15(1)(b) Environmental Assessment	25
5.4.1 Built Form and Urban Design	25
5.4.2 Height, Bulk and Scale	26
5.4.3 Heritage	26

5.4.5 Parking, Access and Traffic.....	27
5.4.6 Ecologically Sustainable Design.....	28
5.4.7 Amenity Impacts (Solar, privacy, view etc.)	28
5.4.8 Noise and Vibration.....	28
5.4.9 Contamination.....	31
5.4.10 Flooding, Stormwater and Drainage	31
5.4.11 Erosion and Sedimentation.....	32
5.4.12 Building Code and Accessibility.....	32
5.4.13 Construction Management	32
5.5 Section 4.15(1)(c) Site Suitability	33
5.6 Section 4.15(1)(e) Public Interest.....	33
6. CONCLUSION.....	34

FIGURES

Figure 1 Site location	5
Figure 2 Site location detail	5
Figure 3 Aerial Photograph	6
Figure 4 Site Zoning	23
Figure 5 Maximum Height of Buildings	23
Figure 6 Heritage listed items	24

TABLES

Table 1 Key Numerical Statistics	9
Table 2 SEPP 64 Schedule 1 Assessment	19

APPENDICES

Appendix 1 Survey Plan

Appendix 2 Architectural Plans

Appendix 3 CPTED Report

Appendix 4 Lighting Plan

Appendix 5 Landscape Plan

Appendix 6 Ecologically Sustainable Development (ESD) Report

Appendix 7 Waste Management Plan

Appendix 8 Preliminary Stage 1 Environmental Site Assessment

Appendix 9 Hazardous Materials Assessment Report

Appendix 10 Arborists Report

Appendix 11 Clause 4.6 Variation Request

Appendix 12 DCP Compliance Table

Appendix 13 Traffic and Parking Report

Appendix 14 Construction Environmental Management Plan

Appendix 15 Geotechnical Assessment Report

Appendix 16 Acoustic Report

Appendix 17 Civil Plans and Stormwater Management Report

Appendix 18 Building Code of Australia Assessment

Appendix 19 Disability Access Report

1. INTRODUCTION

This report constitutes a Statement of Environmental Effects (SEE) and accompanies a development application to Snowy Monaro Regional Council and the Southern Region Planning Panel seeking consent for the redevelopment of the existing Jindabyne Police Station at 16-18 Thredbo Terrace Jindabyne Lake (Lot 167 and 168, DP 756686). The proposal includes the demolition of the existing police station, residences and associated structures on the site and construction of new police station, accommodation buildings and other ancillary storage structures, car parking, landscaping, signage and associated works.

The application is lodged on behalf of NSW Police as a Crown authority.

The proposed redevelopment of the existing Jindabyne Police Station building is required as the existing police station is in poor condition, lacks the essential facilities necessary to provide effective police services and is not fit for purpose. The existing police station facility can no longer fully support modern policing needs nor does it have any capacity for future growth.

The purpose of this report is to:

- describe the components of the proposal,
- discuss the potential environmental effects of the proposal,
- draw conclusions as to the significance of any impacts, and
- make a recommendation to Snowy Monaro Regional Council and the Southern Region Planning Panel as to whether the development application should be approved.

The development proposal has been assessed based on the characteristics of the site and locality, the requirements of the *Environmental Planning and Assessment Act 1979* (EP&A Act) particularly section 4.15, *State Environmental Planning Policy (Infrastructure) 2007*, the *Snowy River Local Environmental Plan 2013*, *Snowy River Development Control Plan 2013* and other relevant local planning controls.

The capital investment value (CIV) of the proposed works is approximately \$7.23 million. The Southern Region Planning Panel is the consent authority for the subject application under Part 4 and Schedule 7 of the *State Environmental Planning Policy (State and Regional Development) 2011* as the proposed development has a CIV greater than \$5 million and is lodged on behalf of the Crown (NSW Police).

This Statement of Environmental Effects has been prepared by MG Planning Pty Ltd on behalf of the applicant, Group GSA, who is acting on behalf of NSW Police. It should be read in conjunction with the following relevant accompanying material:

Appendix 1	Survey Plan	Crux Surveying
Appendix 2	Architectural Plans	Group GSA
Appendix 3	CPTED report	Group GSA
Appendix 4	Lighting Plan	IGS
Appendix 5	Landscape Plan	Group GSA
Appendix 6	ESD Report	JHA Consulting Engineers
Appendix 7	Waste Management Plan	Group GSA
Appendix 8	Phase 1 – Environmental Site Assessment	JK Environments
Appendix 9	Hazardous Materials Assessment Report	JK Environments

Appendix 10	Arborist Report	Canopy Tree Experts
Appendix 11	Clause 4.6 Variation Request	MG Planning
Appendix 12	DCP Compliance Table	MG Planning
Appendix 13	Traffic and Parking Report	Urbis
Appendix 14	Construction Environmental Management Plan	Group GSA
Appendix 15	Geotechnical Assessment Report	JK Geotechnics
Appendix 16	Acoustic Report	JHA Services
Appendix 17	Civil Plans and Stormwater Management Report	Northrop JHA Consulting Engineers
Appendix 18	BCA Compliance Statement	Metro Building Consultancy
Appendix 19	Disability Access Report	Metro Building Consultancy

2. PROJECT BACKGROUND

2.1 Introduction

The existing Jindabyne Police Station is located on 16-18 Thredbo Terrace, Jindabyne. The station houses the Snowy Mountains command, Alpine Search & Rescue and police staff accommodations. Being constructed around 1883, the police station has received limited restoration and improvements over its lifetime. The Jindabyne police play a pivotal role in the search and rescue of missing snowboarders and coupled with the increasing growth of the Jindabyne region, general population and tourism, has required a higher demand of efficiency and functionality from the police force, which cannot be fully achieved from its existing police station.

The redevelopment of the Jindabyne Police Station and accommodation into a modern Station will enable the police assets to match demand, focused on accessibility, visibility and mobility of policing.

2.2 Strategic need for the proposal

The NSW Government's State Plan "NSW 2021", outlines goals and performance requirements for Government services. Governments require an effective police force to maintain social order and reduce rates of crime. Upholding the law is an essential part of maintaining safe and just communities and the NSW Police Force is a critical part of the law and justice system in NSW.

Public confidence in the NSW Police Force is an essential tool in promoting law and order and community harmony and also in acting as a deterrent against crime. Along with court houses, police stations are the principal outlet for the delivery of justice services and as such are required to promote this sense of justice, equality and public order. Police stations should convey a professional and orderly approach to their work and show that the NSW Police Force is a modern, professional and efficiently run organisation which is to be respected. This 'first impression' is essential in giving the public confidence that the organisation is being effective in dealing with crime and other policing matters in an organised, fair and equitable way.

Modern police stations also play a part in protecting victims from further impacts of crime. Safe rooms and domestic violence suites, together with comfortable public areas, are all required to ensure that participants in the system are not placed in unnecessarily stressful situations during their participation in the process. With increasing numbers of domestic violence and other violent crimes, the need for Government to protect victims and witnesses has become a key part of modern police stations.

The proposal is therefore for the construction of a new police station and police accommodation to modernise and improve service delivery to the local community and to meet operational needs now and into the future.

2.3 Existing facilities

The existing Jindabyne Police Station lacks functionality, adequate facilities and is in poor condition. Accordingly, the facility can no longer fully support modern policing needs, is not fit for purpose and does not have any capacity for future growth.

The police station does not have a strong street presence or identity to the local community being part of a larger site which also accommodates the existing Alpine Search & Rescue and accommodations. The building is also the same or similar colour and construction to some of the surrounding residential development in the street. It is therefore not clearly legible within the context of the surrounding development. The proposed new design and modern material palette will enable the police station to be more clearly legible as a public building within the streetscape.

In summary, the existing station is not in line with modern policing activities nor compliant with the Building Code of Australia, DDA Access, mobility standards or the NSW Police Building Guidelines (PBG's). Accordingly redevelopment is proposed.

3. SITE DESCRIPTION

3.1 Site Location and Description

The subject site is located at 16-18 Thredbo Terrace, Jindabyne, on the north-west edge of the Jindabyne town centre, as shown in Figure 1 and 2 below. In addition to the existing police station the site also accommodates the Alpine Search & Rescue and accommodations and is legally known as Lot 167 and 168, DP 756686. The Jindabyne Ambulance Station is located to the north of the site. The site has a total area of approximately 3,139m².

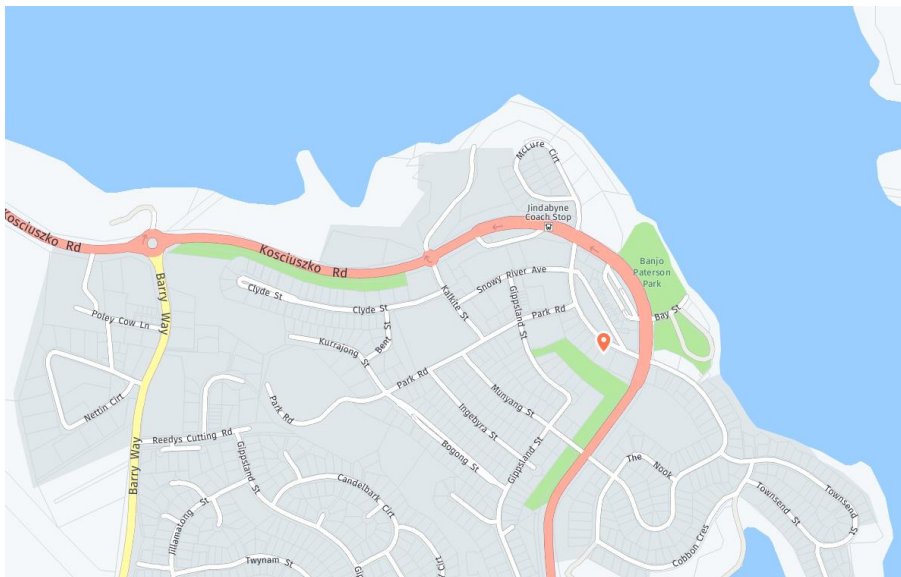


Figure 1: Site Location (Source: Nearmap, January 2021)

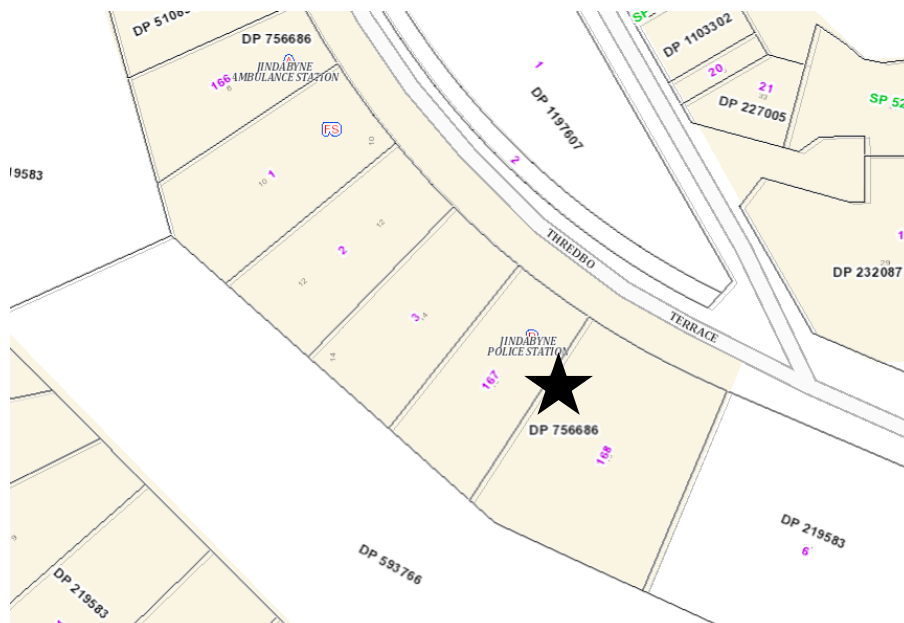


Figure 2: Site Location Detail (Source: Six map, January 2021)



Figure 3: Aerial photograph (Source: Nearmap, November 2020)

The existing site is developed with a number of buildings and ancillary structures. On Lot 168 DP 756686 (16 Thredbo Terrace) is a single storey clad building with a metal roof which houses the Jindabyne police station. To the rear of this building is a long retaining wall which runs east west across the site. On the southern side of this retaining wall is a single storey metal shed and awning which is accessed by an unsealed driveway. There are a number of trees located around the site. There are also trees which are located on the adjacent lots which overhang the boundary. An arborist has inspected these trees and all but one tree on the sites (Lots 167 and 168) are not considered to be significant.

To the west of the police station building is Lot 167 DP 756686 (18 Thredbo Terrace), which forms part of the larger site area. This area of the site is currently developed with two large single storey buildings which accommodate police accommodation and other services. Both buildings are simple clad buildings with metal roof forms. A concrete driveway with access from Thredbo Terrace is located on the eastern side of Lot 167 (but is centrally located within the larger site parcel) and provides access to various single storey structures including into the rear of Lot 168. Due to the topography of the site, there is a retaining wall that runs across the land and which separates the two buildings. There are also trees scattered across this part of the land and form part of the arborist's assessment.

A detailed survey plan of the site is provided at **Appendix 1**. The site has a fall of approximately 7m from the south western corner to the north east (toward Thredbo Terrace).

The site is not listed as a heritage item, in the vicinity of a heritage item or within a heritage conservation area.

The site is adjoined to the north west by neighbouring residential properties and to the south east by a vacant lot. North and across from the site on Thredbo Terrace is the Thredbo Terrace Car Park. Land to the south west comprises vacant land.

Land to the north west of the property is primarily single storey residential with a childcare centre and ambulance facility also located further west along Thredbo Terrace.

Further north west and north east of the site comprises the major commercial area of Jindabyne.

3.2 Site and Surrounds

The site and surrounds are illustrated in Photos 1 to 5 below.



Photo 1: Entry from Thredbo Tce looking south west



Photo 2: Thredbo Terrace site frontage looking west



Photo 3: Surroundings to the west of the site



Photo 4: North of the site across Thredbo Terrace



Photo 5: Surroundings to the east of the site

3.3 Site Ownership

Lots 167 and 168, DP 756686 are owned by the State of NSW and comprise crown land dedicated for a public purpose under the *Crown Lands Act 1989*. Owner's consent to lodgement of this development application is provided on the DA Form.

4. PROJECT DESCRIPTION

4.1 Project Overview and Staging

The subject development application seeks consent for the redevelopment of the existing Jindabyne Police Station including demolition of the existing police station, residences and associated structures on the site and construction of new police station, accommodation buildings and other ancillary storage structures, car parking, landscaping, signage and associated works.

Physical works will be undertaken in two stages with Stage 1 comprising demolition of the majority of the existing buildings (with the exception of the existing police station building) and earthworks and construction of the new police station and accommodation. Stage 2 will comprise demolition of the existing police station building and earthworks on the north western portion of the site and construction of the proposed vehicle storage shed (for boats and skidoo storage).

More specifically the DA seeks approval for following:

- Demolition of the existing police station building, residences and associated structures, and removal of associated hardscape and landscape areas, including removal of fourteen (14) trees across the site (and retention of 3 existing trees on site)
- Excavation to establish a building platforms for the new police station, accommodation and other buildings
- Construction of a new two-storey Police Station building in the north eastern corner of the site with frontage to Thredbo Terrace with maximum height of 13.1m (RL941.644) and GFA of 621m²
- Construction of a new two-storey Police accommodation building in the south western corner of the site accommodating 8 double bedrooms with ensuites and communal kitchen, laundry and livings areas with maximum height of 10.1m (RL941.720) and GFA of 478m²
- Construction of a new carport (maximum height of 5.1m (RL 935.02) for the parking of 6 police vehicles in addition to trailer storage and construction of a new boat and skidoo storage shed (maximum height of 5.6m (RL935.6))
- Construction of two (2) new entry driveways: one at the eastern end of the site providing access to the van dock which forms part of the new police station building and a central entry (existing location) providing access to the main part of the site
- Proposed new standard illuminated Police pylon sign in front of the new Police station building and a new a new wall mounted sign on the building front facade
- New retaining walls 0.3m – 2.5m in height adjacent to site boundaries (0m – 4.1m set off the boundary) and within the site adjacent to the proposed new buildings as well as retention of the existing retaining walls in the south eastern corner of the site (rear)
- Landscaping including replacement planting of seven (7) new trees, boundary fencing and lighting, and
- Use of the new buildings for the purposes of a Police Station with 24 hour operation Monday to Sunday.

Further detail of the proposed works is provided in the following sections.

Architectural drawings which illustrate the proposed development (prepared by Group GSA) are provided at **Appendix 2**. The proposal has been designed in accordance with CPTED principles as outlined in the CPTED report prepared by Group GSA at **Appendix 3**.

4.2 Key Project Statistics

Key numerical information relating to the proposed development is provided at Table 1 below.

Table 1: Key numerical statistics

Component	Proposal
Site area	3139m ²
GFA	1099m ²
FSR	0.4:1
Maximum height	RL 941.644
Storeys	2 storeys
Metres	13.1m above existing ground level
Car parking spaces	6

A gross floor area (GFA) schedule is provided on the location plan and drawing list (JIN-AR-0000) at **Appendix 2**.

4.3 Design Statement

The following design statement has been prepared by Group GSA and outlines the design philosophy for the project.

Introduction

The architectural response to a new Police Station on the proposed site is reflective of key elements that have inspired the appearance and form of the building. These elements include the urban context of the Jindabyne and Monaro Region, Statutory performance requirements, sustainability initiatives and functional obligations. Each of these elements has had a direct impact on the design of the new building.

Urban Context

Several contextual conditions have been influential in shaping the development of the new Police Station. In the broadest sense it is these macro urban conditions that have the potential to be most significant in forming the development on the site. The following points address these macro urban conditions and the corresponding response to them.

Massing

The scale of the proposed buildings sits comfortably within the statutory planning envelope controls as noted elsewhere in this report. More importantly however is the response to the height and scale of the local building context at street level. An analysis of the surrounding buildings revealed a mix of single and two-storey structures with high pitched roofs which is a direct response to climatic constraints. In response, the proposed Police Station presents as a two-storey structure along the Thredbo Terrace street frontage offering a civic presence and maximising views to Lake Jindabyne with the

accommodation building subtly located to the rear of the site with a more subdued presence as it is a private building.

The police station gable roof form is an acknowledgement of Jindabyne's history and location amongst the Snowy Mountains. The proximity to the local churches, where it draws its inspiration from, enhances the areas connection to its architectural history through a modern interpretation of form and materiality. This design outcome is conducive to the overall vision Council has for Jindabyne and enhances the character of the surrounding context.

Material Palette

A study of the materials used on the exterior of surrounding buildings has been undertaken to determine the most appropriate materials for the new Police Station.

The predominant building materials used throughout the immediate urban area are a mix of masonry/stone, cement render or timber cladding. In response to this, the intention is to maintain the look and feel of the existing palette of Jindabyne through the use of lighter weight material such as metal and fibre cement cladding for both buildings and stone cladding for the Police Station northern façade.

In acknowledgement of this context, the new Police Station is proposed to be constructed with a solid base, finished in a stone and metal cladding which will wrap over the building. Masonry/stone retaining walls around the site and within the landscape will tie into the existing site conditions and create a natural colour palette. The Accommodation building will be of pre-finished fibre cement and metal cladding which will have a timber look finish to tie into the predominant use of timber in the area.

Heritage

Although not listed as a site with any heritage significance, the design of the new Police Station is respectful of the local context with measures taken to minimise the impact of the new facility on existing Heritage Assets within the vicinity. Materials selected (as noted above) are sympathetic to the materials used in the locality. Heritage context has been considered, however a more contemporary approach to this civic building has been envisioned to align with the local Council's Jindabyne Action Plan.

Sustainability

The Project seeks to provide both passive and active sustainability initiatives that will result in a considered environmentally responsive building. These initiatives include:

- *Compliance with the Building Code of Australia Section J energy efficiency requirements.*
- *The buildings are designed to achieve a 4-star Energy NABERS rating*
- *Recycling of rainwater for landscape irrigation and toilet flushing, and*
- *Selection of endemic low maintenance landscape species.*

Design Vision

Situated along Thredbo Terrace, the police station is part of the Jindabyne Town Centre overlooking Lake Jindabyne. The concept of the design is responsive to its locality in the

regional Monaro area and also provides a more fit-for-purpose facility while optimising building orientation and street presence.

The Police Station Gable form protrudes past the façade acting as a skin over the rest of the building, emphasising the contemporary character of the project and reaffirming its vocation as an important public service.

The setback of the accommodation building to the rear of the site provides privacy for the residing police on site and creates the feel of an enclosed space away from the public. The use of privacy shading elements at level 1 and timber look metallic cladding align the look and feel with the local residential context of Jindabyne.

The police station façade is designed in such a manner that it attempts to frame the station to its site context. It is structured and ordered in a manner which compliments the agile functionality of the building. The police station pays homage to the cultural and historical links of the city's architectural character. A secure and private amenity is provided to enhance user experience and natural light is provided to shared and public spaces. Further, the north facing common spaces on level 1 with lake views provides a tranquil breakout space for users.

In summary the buildings provide NSW Police with a strong, functional community presence and Jindabyne with a modern interpretation of its architectural history.

4.4 Detailed Description

Police Station

The proposed new police station building comprises:

Ground Floor

- Main entry foyer to Police Station with awning (over)
- Interview rooms
- Duty room
- Separate staff entry point and prisoner release door
- Small meeting room
- Charge room and cells
- Offices
- Equipment room and storage areas
- Amenities, stairs and lift to upper level, and
- Van dock

First Floor

- Meals room
- Briefing room
- Equipment and storage rooms, and
- Amenities and lockers (male and female)

The primary building comprises stone cladding on the street frontage and timber look cladding with a steep pitched (alpine character) metal roof. Other facades comprise metal and pre-

finished fibre cement cladding with various windows comprising tinted, colourback and frosted glass.

Accommodation

The proposed new accommodation building comprises:

Ground Floor

- 4 x Double bedrooms with ensuite
- Combined dining room and kitchen
- communal laundry

First Floor

- 4 x Double bedrooms with ensuite
- Linen room
- plant

The accommodation building comprises timber look and pre-finished fibre cement cladding on the main northern frontage facing the street with a steep pitched (alpine character) skillion metal roof with wide timber clad eaves pitching to the rear of the site (south). Other facades comprise metal and pre-finished fibre cement cladding with various windows comprising tinted, colourback and frosted glass.

Carport

The proposed carport comprises an open air roofed storage area with parking for 6 vehicles plus trailers located to the rear of the new police station and accessed off the main driveway.

Boat and Skidoo Shed

The proposed boat and skidoo shed comprises an enclosed shed with space to accommodate boats and skidoos located adjacent to the Thredbo Terrace frontage in the north western corner of the site accessed off the main driveway.

4.5 Materials and Finishes

The primary building comprises stone cladding on the street frontage and timber look cladding with a steep pitched (alpine character) metal roof. Other facades comprise metal and cement render with various windows comprising tinted, colourback and frosted glass.

The accommodation building comprises timber look and pre-finished fibre cement cladding on the main northern frontage facing the street with a steep pitched (alpine character) skillion metal roof with wide timber look clad eaves pitching to the rear of the site (south). Other facades comprise metal and pre-finished fibre cement cladding with various windows comprising tinted, colourback and frosted glass.

The materials and finishes are illustrated on the elevations at **Appendix 2**.

4.6 Hours of Operation

Due to the nature of the proposed development being a police station, the hours of operation are 24 hours a day, seven days a week. This is consistent with existing.

4.7 Access and Car Parking

The main vehicular access to the site is proposed to remain unchanged in the centre of the site however a new secondary entry providing access to the van dock is proposed at the eastern end of the site. The new secondary entry will be available for police vehicles only with secure entry gate setback from the street frontage. The main entry will also be secure with a sliding gate setback from the street frontage in line with the northern elevation of the proposed vehicle storage shed,

Pedestrian access to the site will be provided via a pedestrian path from the footpath adjacent to the new police station entry foyer. Internal access is provided for staff via pathways and stairs given the changed levels across the site.

The proposed development includes parking for a total of 6 police vehicles plus trailers in the carport and other police vehicles in storage shed. No public or staff parking is to be provided on site. No internal car parking spaces will be lost as a result of the development.

4.8 Demolition, Excavation and Civil Works

The proposal includes the demolition of the existing police station and accommodation buildings and ancillary structures, and removal of associated hardscape and landscape areas, as identified on the Demolition Plan included within the architectural plans at **Appendix 2**.

The existing driveway to the Police Station is to be removed and the kerb, gutter and grassed area reinstated.

The site currently sits below adjacent land to the south with existing retaining walls in the south eastern corner of the site with land sloping towards the Thredbo Terrace frontage and with a cross fall from west to east.

Excavation is proposed to lower the ground level in various locations to create flat pads for the new buildings with retaining walls up 2.5m in height proposed to retain adjacent land. Excavation of up to approximately 3 metres is proposed.

Proposed stormwater management includes roof drainage through gutter and downpipes to an in-ground gravity drainage system connected to an on-site detention tank adjacent to the Thredbo Terrace frontage to the north of the police station building.

4.9 Fencing and Lighting

The proposed development includes fencing all boundaries in the form of solid metal fencing (Colorbond Fencing).

External lighting is proposed to the police station entry, as well as to the access driveway, car parking area and exterior of the police station building, as shown on the Lighting Plan at **Appendix 4**.

4.10 Signage

The proposed development includes new business identification signage in the form of a wall sign to be located on the northern frontage of the new police station building fronting Thredbo Terrace. The signage incorporates a standard NSW Police pole sign (as existing) with dimensions 1250mm(w) x 1250mm(h) adjacent to the pedestrian entry path is proposed which is illuminated and is visible from both sides of Thredbo Terrace. A wall mounted sign with the station name 'Jindabyne Police Station' is also proposed with dimensions 9460mm(w) x 500mm(h) alongside the NSW Police Crest with dimensions 1025mm(w) x 1320mm(h). Detail of the proposed signage is provided on the Signage Plan at **Appendix 2** (JIN-AR-0600).

The signage replaces the existing NSW Police pylon sign on the site which is to be demolished as part of the development.

4.11 Landscaping

New site landscaping is proposed as part of the development, as shown on the Landscape Plan prepared by Group GSA at **Appendix 5**.

Three (3) existing trees on the site are to be retained as part of the proposed development with fourteen (14) trees to be removed to provide for site redevelopment. The existing trees to be retained will be augmented with the planting of additional evergreen and deciduous trees primarily in the north western corner of the site adjacent to the existing house at 14 Thredbo Terrace and on the street frontage. Other areas of turf and mass planting are also proposed throughout the site to soften the impact of the new buildings and to create amenity for staff and visitors.

The site entry area features a concrete wall to the front which acts as a ram barrier to the street frontage. This will be softened by a landscaped garden area featuring turf, boulders and garden beds.

The interface to the street at the front of the site will be landscaped with turf and replacement trees and understorey planting.

4.12 Ecologically Sustainable Design

The project seeks to incorporate ecologically sustainable design features as far as practicable. An Ecologically Sustainable Design (ESD) Concept Design Report, prepared by JHA (refer **Appendix 6**) identifies key ESD initiatives that could be included in the proposed development, representing a number of sustainability opportunities that would provide ongoing energy and water savings as well as provide a healthier and more productive environment for future

occupants. These measures will be developed as part of the design development post DA approval. In addition the following measures are included in the design:

- Compliance with the Building Code of Australia Section J energy efficiency requirements.
- The buildings are designed to achieve a 4-star Energy NABERS rating
- Recycling of rainwater for landscape irrigation and toilet flushing, and
- Selection of endemic low maintenance landscape species.

4.13 Waste Management

A Waste Management Plan has been prepared for the proposed development (refer **Appendix 7**), noting that it will require further detail once contractors are appointed for demolition and construction.

Waste will be minimised, sorted and recycled where appropriate, with brick and concrete from demolition to be reused for landscaping (in part) and construction of the road base. Further the demolition contractor will be responsible for ensuring:

- an area is allocated on the site for the storage of materials for reuse, recycling and disposal; separated and clearly signed bins/areas are provided on site; and
- measures are implemented to prevent damage by the elements, odour, health risks and windborne litter.

In terms of operational waste, waste and recycling will be stored in the dedicated area to the rear of the proposed vehicle storage shed screened from view. Waste will be collected as per existing arrangements.

5. ENVIRONMENTAL ASSESSMENT

This section provides an assessment of the planning issues associated with the proposed development in accordance with relevant legislation and section 4.15(1) of the EP&A Act.

5.1 Commonwealth Legislation

The Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) requires approval from the Federal Minister for the Environment to carry out a 'controlled action' where it is likely to have a significant impact on a 'matter of national environmental significance'. Matters of National Environmental Significance include among other matters world heritage properties, national heritage properties, listed threatened species, ecological communities and migratory species.

The proposed development is unlikely to have an impact on any of the listed matters and therefore referral under the EPBC Act is not required.

5.2 NSW Legislation

5.2.1 *Environmental Planning and Assessment Act 1979*

The proposed development is consistent with the objects of the EP&A Act. In particular the following objects are relevant to the proposal:

- (a) to promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources,*
- (b) to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment,*
- (c) to promote the orderly and economic use and development of land,*
- (f) to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage),*
- (g) to promote good design and amenity of the built environment,*
- (h) to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants*

The proposed development is consistent with these objects as it:

- redevelops an existing police station to make it more efficient, safe and able to better serve the community, thus promoting the social and economic welfare of the community and representing an effective and sustainable use of the built environment and resources,
- incorporates ESD principles, aiming to provide both passive and active sustainability initiatives including design to achieve a 4-star Energy NABERS rating, compliance with the Building Code of Australia Section J energy efficiency requirements, provision of external

shading devices to all sun affected windows, possible solar hot water system and selection of endemic low maintenance landscape species,

- will result in the orderly and economic use of the land,
- provides a vastly improved building design both internally and externally when compared to the existing development on site, and
- replaces existing buildings on site which are in poor condition with well-constructed and efficient buildings which ensures the protection of the health and safety of both staff and visiting members of the public.

5.2.2 Integrated development

The proposed development is not “integrated development” as provided for under Section 4.46 of the *EP&A Act*, as no approvals or permits are required to carry out the development under any other Acts. Irrespective, Section 4.4 of the *EP&A Act* states that the integrated development provisions in Division 4.8 of the *EP&A Act* do not apply to development the subject of a development application made by or on behalf of the Crown (other than development that requires a heritage approval).

5.3 Environmental Planning Instruments

5.3.1 State Environmental Planning Policies

State Environmental Planning Policy (State and Regional Development) 2011

Part 4 and Schedule 7 of this Policy nominates certain forms of development as “regionally significant” and provides that the relevant regional panel is the consent authority for that development application.

As this proposal has a capital investment value of more than \$5 million (\$7.23 million) and is to be carried out by or on behalf of the Crown, it is classified as regionally significant development. The Southern Region Planning Panel is therefore the consent authority for the subject application.

State Environmental Planning Policy (Infrastructure) 2007

State Environmental Planning Policy (Infrastructure) 2007 (Infrastructure SEPP) permits certain activities to be undertaken by public authorities, either with consent or without consent. Clause 47 of the Infrastructure SEPP provides that an emergency services facility may be undertaken by a public authority with consent on any land.

An emergency services facility is defined as:

“a building or place (including a helipad) used in connection with the provision of services by an emergency services organisation, including a police station and related training facilities.”.

The proposed development is for a police station and associated accommodation and is therefore permitted with consent under the Infrastructure SEPP.

It is noted that generally an emergency services facility can be undertaken by a public authority on any land without consent (clause 48) where the height does not exceed 12m and the development is setback a minimum of 5m from the site boundary. The proposal provides for a maximum height of 13.1m and includes development less than 5m from the boundary. Accordingly consent is required in this instance.

The development is not of a type listed in Schedule 3 of the Infrastructure SEPP (traffic generating development) which requires referral to Roads and Maritime Services. Further clause 101 of the SEPP does not apply as the site does not have frontage to a classified road.

There are no other provisions within the Infrastructure SEPP relevant to the subject proposal.

State Environmental Planning Policy No. 55 – Remediation of Land

State Environmental Planning Policy No. 55 – Remediation of Land (SEPP 55) provides a State-wide planning approach to the remediation of contaminated land by considering whether the land is contaminated and, if it is contaminated, whether it can be made suitable for the proposed purpose.

A Preliminary Stage 1 Environmental Site Assessment has been undertaken by JK Environments (refer to **Appendix 8**). The report notes that based on a review of the site's history the following potential contamination sources have been identified on site: imported fill; historic agricultural (grazing) land use; potential application of pesticides; and hazardous building materials.

Soil samples were obtained from four boreholes. The boreholes generally encountered shallow fill materials to depths of approximately 0.05m below ground level (BGL) to 0.4mBGL, underlain by natural residual sandy soils. The fill contained inclusions of igneous gravel and sand. A selection of soil samples was analysed for the contaminants of potential concern (CoPC) identified in the conceptual site model. Elevated concentrations of the CoPC were not encountered above the adopted site assessment criterion.

The report concludes that based on the (undertaken) Tier 1 risk assessment, JKE are of the opinion that potential risks associated with the CoPC at the site are low and the data collected during the investigation suggests that significant and widespread contamination issues are unlikely to be encountered. Further the report notes that further investigation and/or remediation is not required and the site is considered to be suitable for the proposed use. The report does however recommend that an unexpected finds protocol be prepared by a suitably qualified environmental consultant and that this protocol be implemented during the demolition and construction phase of the project. It is considered appropriate that a condition of consent to this effect be applied to any development approval.

A Hazmat has been undertaken for the existing buildings on the site by JK Environments and is provided at **Appendix 9**. The report concludes that asbestos, lead paint and synthetic mineral fibre (SMF) materials are present on site. These materials will be removed as part of the demolition in accordance with relevant legislative requirements and the recommendations of the report.

It is anticipated that the above recommendations can be addressed by way of conditions of consent. It is therefore considered that the requirements of SEPP 55 are satisfied and that the subject land is suitable for the proposed police station use.

State Environmental Planning Policy No. 64 – Advertising and Signage

State Environmental Planning Policy No. 64 – Advertising and Signage (SEPP 64) provides a State-wide approach to the assessment and consent of signage including both advertising and business identification signage.

The definition of “signage” under the SEPP includes business identifications signs. The proposed development includes new business identification signage in the form of a wall sign and crest to be located on the front façade of the police station and a freestanding NSW Police pylon sign at the entry to the police station.

The standard NSW Police pole sign having dimensions of 1250mm(w) x 1250mm(h) is to be located adjacent to the pedestrian entry path and is illuminated and visible from both sides of Thredbo Terrace. A wall mounted sign with the station name ‘Jindabyne Police Station’ is also proposed with dimensions 9460mm(w) x 500mm(h) alongside the NSW Police Crest with dimensions 1025mm(w) x 1320mm(h). Detail of the proposed signage is provided in the Signage Plan at **Appendix 2** (JIN-AR-0600).

The signage replaces the existing signage on the site which is to be demolished as part of the development.

The general signage provisions contained within Clause 8 of SEPP 64 apply to the proposed signage. The proposed signage is of high quality, is located in a suitable location immediately adjacent to the public entry to the police station and accordingly will identify the Police Station for visitors. The signage is of an appropriate size and scale and is compatible with the amenity and visual character of the area. An assessment of the proposed sign, having regard to the assessment criteria contained within Schedule 1, is provided in **Table 2**.

Table 2: SEPP 64 Schedule 1 Assessment

Assessment Criteria		Comment
1 Character of the area	<ul style="list-style-type: none"> Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located? 	The proposed signage replaces existing signage on site and is compatible with the existing future character of the locality having regard to the proposed new building.
	<ul style="list-style-type: none"> Is the proposal consistent with a particular theme for outdoor advertising in the area or locality? 	n/a – proposal does not relate to outdoor advertising
2 Special areas	<ul style="list-style-type: none"> Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas? 	No – the proposal will not result in any adverse amenity or visual impacts being appropriately designed to be consistent with the character of the new police station and the surrounding area

Assessment Criteria		Comment
3 Views and vistas	• Does the proposal obscure or compromise important views?	No – the proposal does not impact any important views.
	• Does the proposal dominate the skyline and reduce the quality of vistas?	No – the proposed signage will not have any impact on the skyline or views.
	• Does the proposal respect the viewing rights of other advertisers?	N/A – the proposed signage does not affect the viewing or advertising of others.
4 Streetscape, setting or landscape	• Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?	Yes. The scale is in keeping with the existing signage to be demolished and the scale of the proposed new building.
	• Does the proposal contribute to the visual interest of the streetscape, setting or landscape?	Yes – the proposed signage will provide an attractive addition to the streetscape and will assist visitors to identify the new police station entry.
	• Does the proposal reduce clutter by rationalising and simplifying existing advertising?	No, the signage proposed is a replacement of the existing signage on site however no clutter exists in the area
	• Does the proposal screen unsightliness?	No – none applicable
	• Does the proposal protrude above buildings, structures or tree canopies in the area or locality?	No – the proposed signage is located on the front façade within the building design and the free standing pylon sign does not protrude above the building.
	• Does the proposal require ongoing vegetation management?	No – not applicable
5 Site and building	• Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located?	Yes - The proposal is compatible with the scale and proportion of the proposed Police Station and ancillary buildings.
	• Does the proposal respect important features of the site or building, or both?	Yes - The proposed has been sited to ensure that it does not detract from the important features of the proposed building or adjacent buildings.
	• Does the proposal show innovation and imagination in its relationship to the site or building, or both?	N/A
6 Associated devices and logos with advertisements and structures	• Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?	Yes – lighting of the pole sign is proposed to enable identification of the police station both day and night given its 24 hour operation.
7 Illumination	• Would illumination result in unacceptable glare?	No - The proposed illumination is restricted to the Police Pole Sign and would not result in unacceptable glare.
	• Would illumination affect safety for pedestrians, vehicles or aircraft?	No – the proposed lighting would, to the contrary, improve the safety of visitors to the site.
	• Would illumination detract from the amenity of any residence or other form of accommodation?	No - The proposed signage replaces existing signage and would not alter the amenity of any sensitive land use.
	• Can the intensity of the illumination be adjusted, if necessary?	No - The illumination is not proposed to be adjustable
	• Is the illumination subject to a curfew?	No - The station operates 24/7 and as such the signage would be intended to be illuminated throughout the night, every

Assessment Criteria		Comment
		night.
8 Safety	• Would the proposal reduce the safety for any public road?	No - The proposed signage is not flashing or intermittent and would not affect the safety of the public road.
	• Would the proposal reduce the safety for pedestrians or bicyclists?	No – the proposed sign would improve the safety of pedestrians and / cyclists by clearly identifying the entry to the new police station.
	• Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?	No – the proposed main building sign is integrated on the wall at the entry to the police station and will not obscure any sightlines or create any predator traps in accordance with safety principles. The pole sign similarly does not impede any sightlines.

Having regarded to the above assessment it is considered that the proposed signage is consistent with the assessment criteria. No other provisions within the SEPP are relevant to the proposed business identification signage.

State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017

State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017 (Vegetation SEPP) aims to protect the biodiversity values of trees and other vegetation, and associated amenity values, by regulating the clearing of native vegetation on urban land and land zoned for environmental conservation/management that does not require development consent.

The Vegetation SEPP applies to the Sydney and Newcastle metropolitan areas, and to all other land in NSW that is zoned for urban purposes or for environmental conservation/management. The Vegetation SEPP applies to clearing of:

- native vegetation above the Biodiversity Offset Scheme (BOS) threshold where a proponent will require an approval from the Native Vegetation Panel established under the Local Land Services Amendment Act 2016; and
- vegetation below the BOS threshold where a proponent will require a permit from Council if that vegetation is identified in the council's development control plan (DCP).

The proposed development includes the removal of fourteen (14) trees. An arborist report forms part of the application (refer **Appendix 10**). The report notes that of the 30 trees which were assessed, both on the subject site and on immediately adjoining land, only one tree (Tree 15 Eucalyptus nicholii- Narrow Leaf Peppermint) is protected under the Snowy Monaro Regional Council DCP Section 7.1.4. This tree is located in the south western corner of the site and is required to be removed to accommodate the proposed new accommodation building. Replacement planting is proposed as illustrated on the landscape plans at **Appendix 5**. Proposed replacement trees include:

- Cinnamon ash - *Fraxinus pennsylvanica*

- Sliver birch - *Betula pendula*
- Woolly Tea Tree - *Leptospermum lanigerum*
- Flowering plum - *Prunus elvins*

The proposed tree removal does not trigger the requirements of the Vegetation SEPP.

There are four (4) further street trees that are protected by Snowy Monaro Regional Council for trees on public land. These trees will not be affected by the proposed works. All other trees are either listed as undesirable species or are non-native trees not protected by Snowy Monaro Regional Council. Trees to be retained will be protected during demolition and construction works. Accordingly it is considered that the proposed tree removal and replacement planting is acceptable in the circumstances of the case.

5.3.2 Snowy River Local Environmental Plan 2013

Zoning and Permissibility

The subject land is zoned B2 Local Centre under the *Snowy River Local Environmental Plan 2010* (SRLEP 2013) (refer Figure 4 below).

The objectives of the B2 zone are:

- To provide a range of retail, business, entertainment and community uses that serve the needs of people who live in, work in and visit the local area.
- To encourage employment opportunities in accessible locations.
- To maximise public transport patronage and encourage walking and cycling.
- To provide for appropriate residential development in the form of shop top housing and other land uses that are complementary to, and support the vitality of, the local centre.

The proposed use is consistent with the existing use of the site and the zone objectives. The proposed development meets the objectives of the B2 zone in providing a vital police service to the community.

A police station can be defined as either an “emergency services facility” or “public administration building”.

An emergency services facilities is not permissible in the B2 Local Centre zone under the LEP however under clause 47 of the Infrastructure SEPP emergency services facilities are permissible with consent on any land where undertaken by a public authority (refer section 5.3.1 above). Accordingly the proposal is permissible with consent under the Infrastructure SEPP. Further the proposed use could be defined as a public administration building which is permissible with consent is permissible in the B2 zone under the LEP.

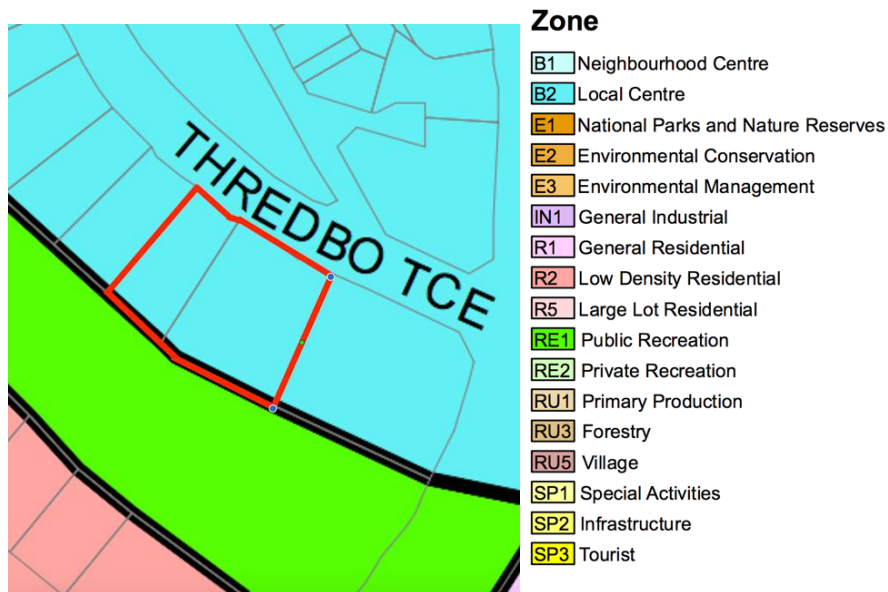


Figure 4: Site zoning
Clause 4.3 Height of Buildings

Under clause 4.3 the maximum height of a building on the subject land is 9m. The proposed development exceeds this maximum height with a maximum height of 13.1m.

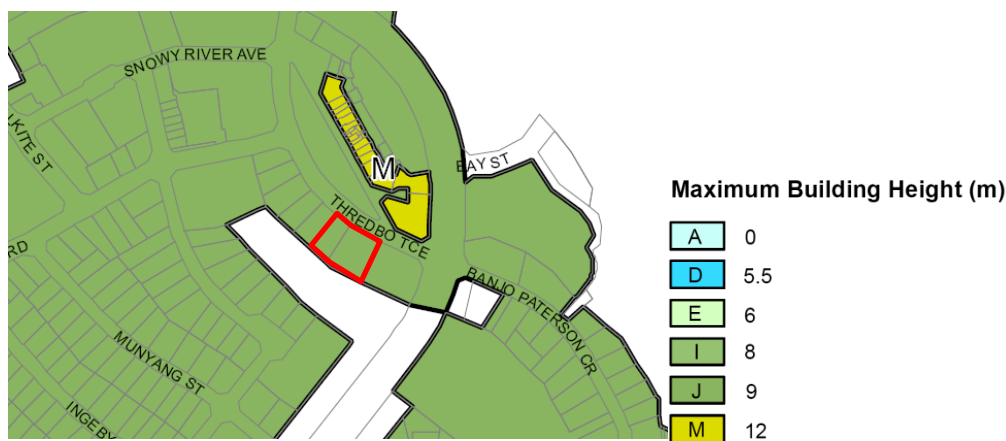


Figure 5: Maximum Height of Buildings

Clause 4.6 Exceptions to Development Standards

Clause 4.6 of the SRLEP 2013 allows for consent to be granted for development even though the development would contravene a development standard. The purpose of this clause is to provide an appropriate degree of flexibility in applying certain development standards to particular development, and to achieve better outcomes for and from development by allowing flexibility in particular circumstances.

Clause 4.6(3) requires that development consent not be granted for development that contravenes a development standard unless the consent authority has considered a written request from the applicant that seeks to justify the contravention of the development standard by demonstrating (a) that compliance with the development standard is

unreasonable or unnecessary in the circumstances of the case, and (b) that there are sufficient environmental planning grounds to justify contravening the development standard.

The proposed development does not comply with the following development standard under the LEP:

- Clause 4.3, Height of Building - maximum height limit of 9 metres

A Clause 4.6 Variation Request for this development standard is attached at **Appendix 11** which demonstrates that compliance with the development standard is unreasonable or unnecessary in the circumstances of the case, and that there are sufficient environmental planning grounds to justify contravening the development standard. Accordingly it is considered that a clause 4.6 variation to the maximum height is appropriate in this circumstance.

Clause 5.10 Heritage Conservation

This clause requires the consent authority to consider the effect of the proposed development on any heritage items or areas.

The site is not listed as a heritage item under the SREP 2013 and is not within a Heritage Conservation Area. There are however a number of heritage items in the vicinity, as shown in **Figure 6** below, including:

- 150 St Andrew's Uniting Church
- 153 St Columbkille's Church and hall
- 155 St Andrew's Anglican Church



Figure 6. Heritage listed items under SRLEP 2013 (site shown outlined in blue)

Potential impacts on heritage are addressed in detail at **Section 5.4.3** of this report. Given that the heritage items are not within the close vicinity of the site and are not within the same visual catchment, the proposed demolition of the existing police station and the design of the new police station are considered to be acceptable in terms of heritage impact.

An Aboriginal Heritage Information Management System (AHIMS) search indicates that the site is not within the vicinity of any aboriginal archaeological item.

Other Provisions

There are no other relevant provisions contained in SRLEP 2013.

5.3.3 Development Control Plans

Snowy River Development Control Plan 2013

Compliance with the relevant controls in the Snowy River DCP 2010 is summarised at **Appendix 12**. The assessment demonstrates that the proposal is consistent with the relevant objectives and provisions of the DCP.

5.4 Section 4.15(1)(b) Environmental Assessment

5.4.1 Built Form and Urban Design

The design of the new police station responds to its location within the alpine region and the existing alpine architectural vernacular. It seeks to integrate the functional requirements of providing a secure police station and accommodation within this context.

The architectural response is reflective of key elements that have inspired the appearance and form of the building including the urban context of the Jindabyne and Monaro Region, Statutory performance requirements, sustainability initiatives and functional obligations. Each of these elements has had a direct impact on the design of the new building.

The scale of the proposed buildings sit comfortably within the statutory planning envelope controls albeit with a minor height exceedance given the roof form and site slope. The buildings respond to the height and scale of the local building context particularly at street level. The proposed Police Station presents as a two-storey structure along the Thredbo Terrace street frontage offering a civic presence and maximising views to Lake Jindabyne with the accommodation building subtly located to the rear of the site with a more subdued presence as it is a private building.

The police station gable roof form is an acknowledgement of Jindabyne's history and alpine location. The proximity to the local churches, from where it draws its inspiration, enhances the areas connection to its architectural history through a modern interpretation of form and materiality. This design outcome is conducive to the overall vision Council has for Jindabyne and enhances the character of the surrounding context.

Further the predominant building materials used throughout the immediate area comprise a mix of masonry/stone, cement render or timber cladding. In response to this, the look and feel of the existing palette of Jindabyne is maintained through the use of lighter weight material such as metal and fibre cement cladding for both main buildings and stone cladding for the Police Station northern façade.

The new Police Station is proposed to be constructed with a solid base, finished in a stone and metal cladding which will wrap over the building. Masonry/stone retaining walls around the site and within the landscape will tie into the existing site conditions and create a natural colour palette. The Accommodation building will be of pre-finished FC and metal cladding which will have a timber look finish to tie into the predominant use of timber in the area.

The design of the buildings respond directly to the site constraints and existing character of the area and is therefore considered appropriate in the circumstance.

5.4.2 Height, Bulk and Scale

The proposed police station building exceeds the maximum height permitted under the statutory planning envelope control however, importantly the height and scale responds to the local building context and character at street level. Surrounding buildings are a mixture of 1 and 2 storey structures. The proposed new buildings both respond to the surrounding character and site slope and also provide for a new police station building that will have a more civic presence in the streetscape. This is considered appropriate on site and will elevate the NSW Police presence in the locality.

The size and existing character of the site will enable it is readily accommodate the proposed height, bulk and scale without resulting in any adverse impacts off site or to neighbouring properties. Appropriately the main civic function is set towards the street frontage and will have a more significant presence in the streetscape with the private accommodate use being located toward the rear.

Overall, the height, bulk and scale of the proposed development is considered to be appropriate given the local context (refer further discussion at **Appendix 11** in relation to height non-compliance).

5.4.3 Heritage

The site is not listed as a heritage item under the SRLEP2013 and the site is not within a Heritage Conservation Area. However the following heritage items in the vicinity of the site:

- 150 St Andrew's Uniting Church
- 153 St Columbkille's Church and hall, and
- 155 St Andrew's Anglican Church

The proposal will not result in any heritage impact these items given site separation.

A search of the OEH Aboriginal Heritage Information Management System (AHIMS) database has indicated that there no registered sites or Aboriginal Places within the site area, or within 50 metres of the site. Accordingly it is not anticipated that the proposal will have any impact on any Aboriginal archaeological items.

5.4.5 Parking, Access and Traffic

A traffic and parking assessment report, prepared by Urbis, accompanies the development application and is attached at **Appendix 12**. The report assesses the car parking provision of the proposal in terms of capacity, layout and operation and the anticipated traffic impacts. It concludes that the proposed development will result in no increase in traffic generation and that parking requirements that will adequately be absorbed within the capacity of the existing road network and nearby parking areas.

The Snowy River Development Control Plan 2013 (DCP) and the TfNSW Guide to Traffic Generating Developments 2002 do not stipulate specific car parking rates for emergency services facilities such as police stations. Where parking rates are not stipulated, Table C3.4-2 of the DCP requires off-street parking requirements to be assessed on merit. A merit assessment included at **Appendix 13** concludes that the proposed parking provision is appropriate and particularly that:

- *The six police cars will be accommodated across the six on-site car spaces and five on-street car spaces allocated to police vehicles only.*
- *There are generally only up to five officers on duty at one time. This will require additional parking for up to five private vehicles (assuming each employee drives themselves). These can be accommodated on-site or in the nearby Thredbo Terrace car park, where there is ample parking available.*
- *The additional 8-10 officers staying in the on-site residential accommodation during the winter months will park their private vehicles in the Thredbo Terrace car park, where there is ample parking available.*
- *Considering that there are only 1-4 public visitors per day throughout the year and they are likely to be sporadic throughout the day, these private vehicles can be accommodated on-street or in Thredbo Terrace car park.*

It also notes that the proposed parking has been design in accordance with AS 2890.1:2004 including in respect of car space dimensions, lateral clearance requirements, access driveway widths, driveway grade and headroom. Vehicle manoeuvring is considered appropriate and the proposal will not result in any additional traffic generation.

In summary the report concludes:

- *The existing parking demand will be appropriately accommodated as per the current situation, including utilising the Thredbo Terrace car park, where there is ample parking available, for private vehicles,*
- *The proposed on-site car parking design is compliant against the minimum requirements outlined in the relevant Australian Standards.*
- *The largest vehicles to access the site will be a car & trailer, and a panel van. Based on the swept path test results, these vehicles can access the site through the ROW and reverse within the site (without any additional correctional manoeuvres) to exit in forward gear.*
- *There is no additional traffic generated by the development.*

Accordingly it is considered that the proposal is acceptable in respect of traffic and parking impacts.

5.4.6 Ecologically Sustainable Design

The project seeks to incorporate ecologically sustainable design features as far as possible. An Ecologically Sustainable Design (ESD) Concept Design Report, prepared by JHA Consulting Engineers (refer **Appendix 6**) identifies key ESD initiatives that could be included in the proposed development, representing a number of sustainability opportunities that would provide ongoing energy and water savings as well as provide a healthier and more productive environment for future occupants. These measures will be further developed as part of the ongoing design development post DA approval. In addition the following measures are included in the design:

- *Compliance with the Building Code of Australia Section J energy efficiency requirements.*
- *The buildings are designed to achieve a 4-star Energy NABERS rating*
- *Recycling of rainwater for landscape irrigation and toilet flushing, and*
- *Selection of endemic low maintenance landscape species.*

Accordingly subject to further design development it is considered that the proposal is acceptable in respect of ESD measures.

5.4.7 Amenity Impacts (Solar, privacy, view etc.)

The proposed new Police Station building, the only building proposed which exceeds the height limit, is to be located adjacent to the Thredbo Terrace site frontage with the land to the rear (south) rising up to 5m above street level. This change in slope will enable the building to nestle into the slope and will ensure that it does not result in any adverse visual impacts or impact on views, loss of privacy or loss of solar access.

In relation to solar access shadow plans have been prepared (refer **Appendix 2**) which illustrate that shadow from the proposal will generally be contained to within the site although some shadow will be cast by the building on the vacant lot to the east in mid-winter in the afternoon. As this site is vacant it is not sensitive to shadow and in any case this impact will be limited to afternoons only with solar access maintained to the property throughout the remainder of the day and generally throughout the year. The property will continue to achieve at least 3 hours of sunlight between 9 – 3pm in midwinter.

In terms of privacy the proposed development has been designed to respect the privacy of its only neighbour at 14 Thredbo Terrace with limited windows fronting the adjoining boundary and no overlooking the property.

5.4.8 Noise and Vibration

Construction Noise

The proposed works would be contained within the site with construction vehicles and equipment capable of being accommodated within the site. The overall site is relatively large with scope to contain much of the noise impact within the site boundaries. The extent of the proposed excavation is not considered to be substantial and would not give rise to prolonged significant noise impact on nearby residential areas subject to the implementation of

appropriate work hours as outlined in the Construction Environmental Management Plan provided at **Appendix 14**. This CEMP also identifies that a Construction Noise Management Plan (CNMP) would be prepared prior to the issue of a construction certificate which would describe the methods that will be implemented for the whole of the project to minimise the noise impacts. The CNMP will include:

- Identification of nearby residences and other sensitive land uses
- Assessment of expected noise impacts
- Detailed examination of feasible and reasonable work practices that will be implemented to minimise noise impacts
- Strategies to promptly deal with and address noise complaints
- Details of performance evaluating procedures (for example, noise monitoring or checking work practices and equipment)
- Procedures for notifying nearby residents of forthcoming works that are likely to produce noise impacts
- Reference to relevant mitigations includes appropriate noise mitigation and management measures to be implemented during the proposed works.

Construction Vibration

A Geotechnical Report, prepared by JK Geotechnics, is attached at **Appendix 15**. In relation to potential vibration impacts, the report recommends that a dilapidation survey be completed prior to the commencement of demolition and excavation on the neighbouring on the neighbouring house to the west (14 Thredbo Terrace). Dilapidation reports provide a record of existing conditions prior to commencement of excavation. The dilapidation report would therefore be used as a benchmark against which to set vibration limits during rock excavation and fill compaction (if appropriate), and for assessing possible future claims for damage arising from the works.

The report also includes further recommendations including:

- Additional cored boreholes to further assess the depth and quality of the competent tonalite bedrock so that excavation contractors can more accurately predict the cost of the works;
- Piled wall inspections;
- Vibration monitoring;
- Groundwater monitoring of seepage inflows;
- Inspection of all temporary cut batter slopes;
- Proof-rolling inspections;
- Density testing of all engineered fill and granular pavement materials to Level 2 control by a GTA;
- Inspection of the bulk excavations to assess where void formers are required;
- Pad, strip, beam and pile footing inspections;
- Retaining wall footing inspections, and DCP testing, as appropriate.

Vibration mitigation and management measures will be included in the Construction Environmental Management Plan to be prepared and submitted prior to the issue of a Construction Certificate.

Operational

The proposed Police Station would have similar noise impact when compared with the existing operations of the Jindabyne Police Station. JHA Consulting engineers were engaged to provide acoustic services in the form of acoustic performance requirements and minimum design standards for room acoustics, internal noise levels from building services noise plus external noise intrusion, internal sound insulation and external noise emissions.

The Acoustic Report, prepared by JHA, is attached at **Appendix 16**. In summary the report concludes that the proposal will not result in excessive noise generation, and provides recommendations to minimise any potential impacts including:

- Mechanical Plant - Noise controls to be incorporated with the design of the mechanical plant rooms
- Vehicle noise emissions – noise impact due to the likely generated vehicle movements is anticipated to be insignificant. For noise from use of police car sirens, it is recommended operation within the development and surroundings shall be addressed in the Management Plan and minimised whenever possible.
- Sleep arousal - Internal noise levels within the bedroom of the affected residential receivers (adjacent property) due to police car departures are not likely to cause awakening reactions, or to have an impact on health and wellbeing of receivers
- Noise intrusion - Traffic break-in noise levels is not expected to exceed the established noise criteria within the premises if a typical façade design is proposed. The building façade design is to be resolved at the detailed design stage.
- Construction Noise and Vibration: If, during construction works, an item of equipment exceeds the stated airborne noise and / or vibration criteria at any sensitive location, additional noise / vibration control measures shall be considered to minimise noise and vibration impacts on the sensitive receivers.

Notably the ongoing use of the facility may involve the use of the sirens on operational vehicles departing the site to attend incidents, which could give rise to noise complaints. The NSW Police Force has a Safe Driving policy requiring the use of lights and sirens during urgent duties. Lights and sirens are used to inform the surrounding pedestrians and road users of an approaching emergency vehicle conducting urgent duties, alert other drivers to their responsibilities to move out of the way, and warn pedestrians of an approaching potential hazard. The NSW Police Handbook advises the use of discretion in certain circumstances regarding the use of sirens such as in “traffic jams and near hospitals, churches, theatres and other public places where people are likely to assemble”. Whilst it is acknowledged that this aspect of the ongoing Police Station operation may give rise to noise impacts, for safety reasons it is not appropriate to impose a mitigation measure limiting the use of sirens in a manner that would conflict with the NSW Police Force Handbook and Safe Driving Policy. Notwithstanding a Management Plan shall be prepared and use minimised where possible.

5.4.9 Contamination

A Preliminary Stage 1 Environmental Site Assessment has been undertaken by JK Environments (refer to **Appendix 8**).

As noted above at section 5.3.1 the Preliminary Stage 1 Environmental Site Assessment concludes that based on the (undertaken) Tier 1 risk assessment, JKE are of the opinion that potential risks associated with the contaminants of potential concern at the site are low and the data collected during the investigation suggests that significant and widespread contamination issues are unlikely to be encountered. Further the report notes that further investigation and/or remediation is not required and the site is considered to be suitable for the proposed use. An unexpected finds protocol has however been recommended for implementation during the demolition and construction phase of the project. A condition of consent to this effect is considered appropriate.

A Hazmat has been undertaken for the existing buildings on the site and is provided at **Appendix 9**. The report concludes that asbestos, lead paint and synthetic mineral fibre (SMF) materials are present on site. These materials will be removed as part of the demolition in accordance with relevant legislative requirements and the recommendations of the report.

It is anticipated that the recommendations can be addressed by way of conditions of consent.

5.4.10 Flooding, Stormwater and Drainage

Civil Plans and a Stormwater Management Report, prepared by Northrop, are submitted with the development application and provided at **Appendix 17**. The report includes an assessment of the requirements for stormwater management within the site, including stormwater network and On-Site Detention (OSD), and details of the proposed stormwater management for the development. It notes that increased impervious surfaces (such as roofs, driveways, etc.) have the potential to increase the stormwater flows from the site during storm events. To avoid impacting on the downstream drainage system, the site stormwater system has been designed to safely convey the flows through the site for treatment in the proposed On-Site Detention (OSD) system, prior to discharging to the existing downstream system. OSD has been designed to limit the stormwater discharge rates from the development site to flowrates similar to those prior to its development both in the minor storm (5 year ARI event) and major storm (100 year ARI event). Further the proposed drainage system will

- collect the majority of site flows (including proposed driveways and access ways, buildings, carports and landscaped areas) via a series of pit and pipes and discharge to the proposed OSD system for water quantity treatment. Outflows from the OSD are conveyed off site to the kerb and gutter on Thredbo Terrace; and
- Bypass the upstream catchment via a concrete swale along the southern site boundary which directs the bypass flows to a separate site pit and pipe network and discharges flows to the kerb and gutter on Thredbo Terrace.

In summary the report concludes that the proposed development has been generally designed in accordance with relevant guidelines and objectives.

5.4.11 Erosion and Sedimentation

The proposed development incorporates soil conservation measures to control soil erosion and siltation during and following completion of development. An Erosion and Sediment Control Plan, prepared by Northrop, is attached at **Appendix 17** prepared in accordance with Landcom's *Managing Urban Stormwater – Soils and Construction* (The Blue Book).

5.4.12 Building Code and Accessibility

An assessment of the proposal against the Building Code of Australia (BCA) has been undertaken by Metro Building Consultancy and is attached at **Appendix 18**. The assessment concludes that the design is at a stage where it can be developed in accordance with the recommendations of the report to comply with the deemed-to-satisfy provisions of the BCA. Further details are required prior to the issue of the S6.28 Crown Works Certificate.

A Disability Access Report has also been prepared by Metro Building Consultancy and is attached at **Appendix 19**. The report similarly confirms that the design is at a stage where it can be developed to comply with deemed to satisfy provisions of Part D3 and F2 of the *Building Code of Australia 2019*, the *Disability Access to Premises Standards 2010*, the *Disability Discrimination Act (DDA) 1992* and the relevant parts of *AS1428.1 2009* and *AS1428.4.1 2009*. However it notes that for the purposes of the desktop review, the client has requested that it be considered that the building falls under one of the following exempt provisions in the BCA for access requirements:

D3.4 Exemptions

The following areas are not required to be accessible:

- (a) An area where access would be inappropriate because of the particular purpose for which the area is used.*
- (b) An area that would pose a health or safety risk for people with a disability.*
- (c) Any path of travel providing access only to an area exempted by (a) or (b).*

This matter can be addresses prior to issue of a construction or crown works certificate.

5.4.13 Construction Management

As noted above a detailed Construction Environmental Management Plan (CEMP) will be prepared following contractor engagement and prior to the issue of a Construction or Crown Works Certificate. The CEMP will address a range of construction issues to minimise impacts including:

- the proposed methods for access to and egress from the site for construction vehicles
- the proposed phase of construction works on the site and the expected duration of each construction phase
- the proposed order in which works on the site will be undertaken, and a method statements on how various stages of construction will be undertaken
- the proposed method of pedestrian management surrounding the site (if required) for the various stages of the development
- the proposed method for traffic management during construction
- the proposed areas within the site to be used for the storage of excavation materials, construction materials and waste containers during the construction period

- the proposed method/device to remove loose material from all vehicles and/or machinery before entering the road reserve
- noise and vibration management measures
- erosion and sediment control, and
- dust suppression measures and stockpile protection.

5.5 Section 4.15(1)(c) Site Suitability

The subject site is ideally suited for the proposed new police station, accommodation and associated works, being the location of the existing Jindabyne Police Station. The proposed development represents an improvement to the current existing facility and will enable NSW Police to better service the local area and community.

The site allows for the proposed development to provide a high level of amenity to police staff and visitors with a clear front entry, secure access, landscaping, and a high quality built form.

As outlined in this report, the proposed development will not result in any significant environmental impacts and any potential impacts can be adequately mitigated through appropriate management. It is therefore considered that the site is suitable for the proposed development.

5.6 Section 4.15(1)(e) Public Interest

The proposed new police station and accommodation is clearly in the public interest as it allows for the improved functioning of this vital community service.

6. CONCLUSION

This report constitutes a Statement of Environmental Effects (SEE) and accompanies a development application to Snowy Monaro Regional Council and the Southern Region Planning Panel seeking consent for the redevelopment of the existing Jindabyne Police Station at 16-18 Thredbo Terrace, Jindabyne (Lot 167 and 168 DP 756686). The proposal includes demolition of the existing police station, residences and associated structures on site and construction of a new police station, accommodation buildings and other ancillary storage structures, car parking, landscaping, signage and associated works.

The application is lodged on behalf of the NSW Police as a Crown authority.

The aim of this report has been:

- to describe the proposed development
- to illustrate that the proposed development complies with the intent of relevant statutory and policy documents, and
- to provide an assessment of the likely environmental effects of the proposed development.

The proposal is permissible under the Infrastructure SEPP, meets the requirements of the relevant State Environmental Planning Policies, and is generally consistent with the relevant provisions within the Snowy River LEP 2013 and Snowy River DCP 2013.

Although the proposal exceeds the maximum height permissible on the subject land under Snowy River LEP 2013 a clause 4.6 variation request has been submitted which clearly demonstrates that strict application of the development control in this instance is unnecessary and unreasonable and that there are appropriate environmental planning grounds which support varying the control in this instance.

The assessment contained within this report concludes that there are no significant environmental constraints on the site that preclude the proposed development and that the development will not give rise to any adverse impacts. The proposed development will provide a high quality new police station on the site of the existing station and will significantly contribute to the effective functioning of this vital community service.

Having regard to the above assessment it is concluded that the proposed development is appropriate on the site and within the locality and should therefore be approved.

APPENDIX 1

Survey Plan

APPENDIX 2

Architectural Plans

APPENDIX 3

CPTED Report

APPENDIX 4

Lighting Plan

APPENDIX 5

Landscape Plans

APPENDIX 6

ESD Report

APPENDIX 7

Waste Management Plan

APPENDIX 8

Phase 1 - Environmental Site Assessment

APPENDIX 9

Hazardous Materials Assessment

APPENDIX 10

Arborist Report

APPENDIX 11

Clause 4.6 Variation

APPENDIX 12

DCP Compliance Table

APPENDIX 13

Traffic Impact Statement

APPENDIX 14

CEMP

APPENDIX 15

Geotechnical Report

APPENDIX 16

Acoustic Report

APPENDIX 17

Civil Plans and Stormwater Management Report

APPENDIX 18

BCA Report

APPENDIX 19

Disability Access Report