
ENGINEERING ASSESSMENT



To: Kerry Rourke – Relief Town Planner

From: Ronelle Green – Project Engineer

Greg Balind – Development and Traffic Coordinator

File: DA 191/2023

Date: 27 March 2024

Re: CONSTRUCTION OF A NEW ADMINISTRATION AND AMENITIES BUILDING – LOT 162 DP 751709
– 9 MURPHY ROAD, HANWOOD

Kerry,

This Engineering Assessment relates to the above development and addresses the following issues:

Clause 7.1 of the GLEP 2014 – Earthworks

1. *The objective of this clause is to ensure that earthworks for which development consent is required will not have a detrimental impact on environmental functions and processes, neighbouring uses, cultural or heritage items or features of the surrounding land.*
2. *Development consent is required for earthworks unless:*
 - a. *the earthworks are exempt development under this Plan or another applicable environmental planning instrument, or*
 - b. *the earthworks are ancillary to development that is permitted without consent under this Plan or to development for which development consent has been given.*
3. *In deciding whether to grant development consent for earthworks (or for development involving ancillary earthworks), the consent authority must consider the following matters:*
 - a. *the likely disruption of, or any detrimental effect on, drainage patterns and soil stability in the locality of the development,*
 - b. *the effect of the development on the likely future use or redevelopment of the land,*
 - c. *the quality of the fill or the soil to be excavated, or both,*

- d. the effect of the development on the existing and likely amenity of adjoining properties,*
- e. the source of any fill material and the destination of any excavated material,*
- f. the likelihood of disturbing relics,*
- g. the proximity to, and potential for adverse impacts on, any waterway, drinking water catchment or environmentally sensitive area,*
- h. any appropriate measures proposed to avoid, minimise or mitigate the impacts of the development.*

The proposed development will **require Construction Certificates prior to the commencement of any earthworks**, therefore the matters for consideration listed above will be addressed based on the information provided **prior to Construction Certificate approval**.

Clause 5.21 of the GLEP 2014 – Flood Planning

An Aerial Laser Survey (ALS) of the Griffith LGA was conducted as part of the Griffith Main Drain J & Mirrool Creek - Yenda Flood Mapping Update 2021 (Torrent Consulting). Information pertaining to the flood levels of the subject allotment has been extrapolated from this documentation.

- 1. The objectives of this clause are as follows:*
 - a. to minimise the flood risk to life and property associated with the use of land,*
 - b. to allow development on land that is compatible with the flood function and behaviour on the land, taking into account projected changes as a result of climate change,*
 - c. to avoid adverse or cumulative impacts on flood behaviour and the environment,*
 - d. to enable the safe occupation and efficient evacuation of people in the event of a flood.*
- 2. Development consent must not be granted to development on land the consent authority considers to be within the flood planning area unless the consent authority is satisfied the development:*
 - a. is compatible with the flood function and behaviour on the land,*

According to the Griffith Main Drain J & Mirrool Creek - Yenda Flood Mapping Update 2021 (Torrent Consulting), the subject allotment is not flood prone for the 1% Annual Exceedance Probability (1 in 100 year event). Council is satisfied that the proposed administration and amenities building is compatible with land that is not flood prone.

- b. will not adversely affect flood behaviour in a way that results in detrimental increases in the potential flood affectation of other development or properties, and*

The Griffith Main Drain J & Mirrool Creek - Yenda Flood Mapping Update 2021 (Torrent Consulting) details that the subject allotment is not flood prone for the 1% Annual Exceedance Probability (1 in 100 year event).

As the subject development proposal includes the construction of a building and hardstand areas for vehicular access, parking and manoeuvring, this will result in an increase of stormwater runoff from the site. Onsite detention will therefore be required to ensure the development does not have an adverse effect on downstream developments or properties. In the Stormwater Quantity and Detention Storage Report, dated 27/02/2024, prepared by MPN Consulting, it is noted that existing site drains to two detention basins with a combined capacity of approximately 20,700m³, located at the west of the subject site. However, a proposed new parking area required to accommodate staff will be constructed on a portion of the detention basin. This will reduce the storage capacity to approximately 15,250m³. The Stormwater Quantity and Detention Storage Report and the accompanying DRAINS model show that the reduced detention volume is sufficient to ensure the peak discharge from the pre-development flow is not exceeded by the peak discharge from the post-development flow for the critical storm event for all existing hardstand areas as well as the proposed hardstand areas that will be created as part of this development. As such, no additional onsite detention will be required for the proposed development.

The Stormwater Quantity and Detention Storage Report, dated 27/02/2024, prepared by MPN Consulting indicate that stormwater runoff from the new building and parking areas will be collected via a new pit and pipe system, designed for the Q20 storm event, that will connect to the existing pipe network that drains stormwater to the existing detention basins. The existing pipework connecting the eastern basin to the western basin will be extended to connect to the remainder of the western basin after its reduction in size to accommodate the additional parking requirements on site.

The drainage infrastructure for the development shall be constructed **prior to the issue of an Occupation Certificate** and is to be maintained by the property owner(s) for the lifetime of the development. Overland flow paths and private stormwater pipes are to remain clear of obstruction/blockages to reduce the likelihood of localised flooding issues.

Stormwater is not permitted to cross property boundaries unless easements are created in accordance with Section 88B of the Conveyancing Act.

Design drawings of the proposed stormwater system together with hydraulic calculations for the proposed development are to comply with Council's *Engineering Guidelines - Subdivision and Development Standards* and Council's *Stormwater Drainage and Disposal Policy (CS-CP-310)*. Drawings are to be submitted to Council for approval **prior to the issue of a Construction Certificate**.

By utilising the existing onsite detention and ensuring that stormwater runoff from the subject allotment does not cross property boundaries, Council is satisfied that the proposed development will not result in the detrimental increases in the potential flood affectation of other developments or properties.

- c. will not adversely affect the safe occupation and efficient evacuation of people or exceed the capacity of existing evacuation routes for the surrounding area in the event of a flood, and*

The Griffith Main Drain J & Mirrool Creek - Yenda Flood Mapping Update 2021 (Torrent Consulting) details that the subject allotment is not flood prone for the 1% Annual Exceedance Probability (1 in 100 year event).

The proposal relates to the construction of a staff administration and amenities building, as such no 'habitable rooms' will be created as part of this development.

The existing onsite detention system will be utilised to ensure that any additional stormwater runoff generated as a result of the subject development will not result in flooding of the subject development or other downstream developments or properties.

In addition Council has emergency procedures in place to manage floods across the Griffith Local Government Area.

Council is therefore satisfied that the development will not adversely affect the safe occupation and efficient evacuation of people or exceed the capacity of existing evacuation routes for the surrounding area in the event of a flood.

- d. incorporates appropriate measures to manage risk to life from flood, and*

The Griffith Main Drain J & Mirrool Creek - Yenda Flood Mapping Update 2021 (Torrent Consulting) details that the subject allotment is not flood prone for the 1% Annual Exceedance Probability (1 in 100 year event).

The proposal relates to the construction of a staff administration and amenities building, as such no 'habitable rooms' will be created as part of this development.

The existing onsite detention system will be utilised to ensure that any additional stormwater runoff generated as a result of the subject development will not result in flooding of the subject development or other downstream developments or properties.

Council is therefore satisfied that there will be no increase in the potential risk to life from flooding onsite or downstream of the subject development.

- e. will not adversely affect the environment or cause avoidable erosion, siltation, destruction of riparian vegetation or a reduction in the stability of river banks or watercourses.*

Construction works will be required as part of the proposed development and conditions shall be imposed on the development to ensure erosion and sediment controls are implemented to Council's satisfaction **prior to the issue of a Construction Certificate**. This will ensure the proposed development does not cause avoidable erosion or siltation.

There is no riparian vegetation on the area of land to be developed. As such, the proposed development will not significantly adversely affect the environment or cause avoidable erosion, siltation, destruction of riparian vegetation or a reduction in the stability of river banks or watercourses.

Through the conditions of consent, Council is satisfied that the proposed development will not significantly adversely affect the environment or cause avoidable erosion, siltation, destruction of riparian vegetation or a reduction in the stability of river banks or watercourses.

- 3. *In deciding whether to grant development consent on land to which this clause applies, the consent authority must consider the following matters:*
 - a. the impact of the development on projected changes to flood behaviour as a result of climate change,*
 - b. the intended design and scale of buildings resulting from the development,*
 - c. whether the development incorporates measures to minimise the risk to life and ensure the safe evacuation of people in the event of a flood,*
 - d. the potential to modify, relocate or remove buildings resulting from development if the surrounding area is impacted by flooding or coastal erosion.*

4. *A word or expression used in this clause has the same meaning as it has in the Considering Flooding in Land Use Planning Guideline unless it is otherwise defined in this clause.*
5. *In this clause:*

***Considering Flooding in Land Use Planning Guideline** means the Considering Flooding in Land Use Planning Guideline published on the Department's website on 14 July 2021.*

***Flood planning area** has the same meaning as it has in the Floodplain Development Manual.*

***Floodplain Development Manual** means the Floodplain Development Manual (ISBN 0 7347 5476 0) published by the NSW Government in April 2005.*

Clause 7.10 of the GLEP 2014 – Essential services

Development consent must not be granted to development unless the consent authority is satisfied that any of the following services that are essential for the development are available or that adequate arrangements have been made to make them available when required:

- a. the supply of water,*

The site is currently serviced by a 50mm water connection off the 100mm water main located on the western side of Kidman Way west of the development. The Statement of Environmental Effects, dated 13 September 2023, prepared by the applicant's consultant PSA Consulting, indicate that infrastructure and services will be augmented to service the development.

An application in accordance with Section 68 of the Local Government Act 1993 is to be submitted for the approval of any additional water meters or changes to the existing water meter. Where the proposed connections are to be 25mm or greater to serve the needs of the development, the application shall be supported with hydraulic calculations prepared by an appropriate consultant, including reference to a water pressure and flow rate test of the adjacent mains. Documentation is to be submitted to Council for approval **prior to the issue of a Construction Certificate**.

Council is satisfied that through the conditions of consent suitable arrangements will be available for the supply of water to the subject development.

b. the supply of electricity,

The applicant is to make their own arrangements with the service provider for an adequate connection to electricity for the proposed development. All costs are to be borne by the applicant.

c. the disposal and management of sewage,

Council's sewer infrastructure does not service the subject allotment.

Wastewater generated by the development is directed to the wastewater plant for treatment and storage. Treated wastewater is ultimately stored in lagoons and is used for irrigation purposes or discharged into Murrumbidgee Irrigations drainage channel.

As the proposed development will not increase staff numbers Council is satisfied that there is sufficient sewer infrastructure to service the proposed staff administration and amenities building.

d. stormwater drainage or on-site conservation,

The Griffith Main Drain J & Mirrool Creek - Yenda Flood Mapping Update 2021 (Torrent Consulting) details that the subject allotment is not flood prone for the 1% Annual Exceedance Probability (1 in 100 year event).

As the subject development proposal includes the construction of a building and hardstand areas for vehicular access, parking and manoeuvring, this will result in an increase of stormwater runoff from the site. Onsite detention will therefore be required to ensure the development does not have an adverse effect on downstream developments or properties. In the Stormwater Quantity and Detention Storage Report, dated 27/02/2024, prepared by MPN Consulting, it is noted that existing site drains to two detention basins with a combined capacity of approximately 20,700m³, located at the west of the subject site. However, a proposed new parking area required to accommodate staff will be constructed on a portion of the detention basin. This will reduce the storage capacity to approximately 15,250m³. The Stormwater Quantity and Detention Storage Report and the accompanying DRAINS model show that the reduced detention volume is sufficient to ensure the peak discharge from the pre-development flow is not exceeded by the peak discharge from the post-development flow for the critical storm event for all existing hardstand areas as well as the proposed hardstand areas that will be created as part of this development. As such, no additional onsite detention will be required for the proposed development.

The Stormwater Quantity and Detention Storage Report, dated 27/02/2024, prepared by MPN Consulting indicate that stormwater runoff from the new building and parking areas will be collected

via a new pit and pipe system, designed for the Q20 storm event, that will connect to the existing pipe network that drains stormwater to the existing detention basins. The existing pipework connecting the eastern basin to the western basin will be extended to connect to the remainder of the western basin after its reduction in size to accommodate the additional parking requirements on site.

The drainage infrastructure for the development shall be constructed prior to the issue of an Occupation Certificate and is to be maintained by the property owner(s) for the lifetime of the development. Overland flow paths and private stormwater pipes are to remain clear of obstruction/blockages to reduce the likelihood of localised flooding issues.

Stormwater is not permitted to cross property boundaries unless easements are created in accordance with Section 88B of the Conveyancing Act.

Design drawings of the proposed stormwater system together with hydraulic calculations for the proposed development are to comply with Council's Engineering Guidelines - Subdivision and Development Standards and Council's Stormwater Drainage and Disposal Policy (CS-CP-310). Drawings are to be submitted to Council for approval prior to the issue of a Construction Certificate.

By utilising the existing onsite detention and ensuring that stormwater runoff from the subject allotment does not cross property boundaries, Council is satisfied that suitable arrangements will be available for stormwater drainage.

e. suitable vehicular access.



Figure 1: Aerial view of the subject site showing the accessway locations

There are three (3) existing accessways that service the Poultry Processing Plant site along Murphy Road.

The western most accessway is located approximately 95 metres east of Kidman Way and provides access to the Poultry Processing Plant site as well as the staff parking area. The accessway is approximately fifteen (15) metres wide, with suitable tapers to the Murphy Road carriageway and is constructed of concrete. This accessway is used by heavy vehicles to access the processing plant and light passenger vehicles to access the staff car parking area. The construction of this accessway is satisfactory and as there will be no increase in vehicles using this accessway no changes are proposed.



Figure 2: Western most accessway

The eastern most access way is located approximately 485 metres east of Kidman Way, adjacent to the existing Essential Energy Substation. This accessway caters for heavy vehicles related to the collection and dispatch of finished poultry products. Vehicle movements from the existing access way would include staff, visitors and heavy vehicles accessing the site. The accessway is 16m wide with the ingress and egress lanes into the development off Murphy Road separated by a raised concrete median. This accessway will not provide access to the proposed staff administration and amenities building. As such, no changes are proposed to this accessway.



Figure 3: Eastern most accessway

The central accessway is located between the eastern most and western most accessways and is approximately 280m east of Kidman Way. The accessway is approximately 5m wide with access tapers to Murphy Road, it is bitumen sealed and provides access to two residential dwellings on the site as well as the processing plant. As part of the development the managers residence to the west of the existing central accessway will be demolished to enable the construction of the new staff amenities and administration building. The proposed development will also obstruct access to the processing plant from this accessway. The Traffic Impact Assessment prepared by PSA Consulting indicate that visitors and staff drop off will be to the south of the proposed staff administration and amenities building and will occur via the central accessway. As a result, it will be conditioned that the accessway be upgraded as part of this development.

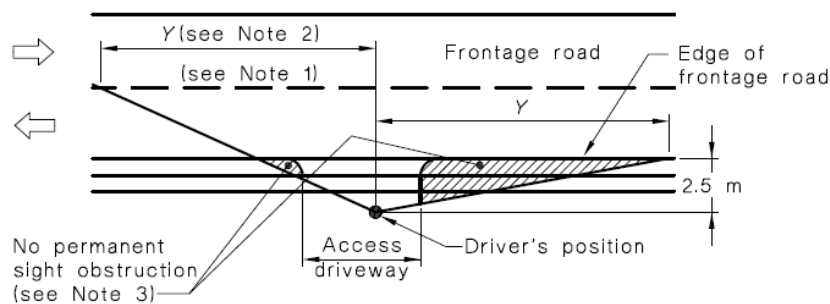


Figure 4: Central Accessway

As a minimum the proposed central accessway is to be constructed of bitumen in accordance with Council's *Engineering Guidelines - Subdivision and Development Standards*. Design drawings for the accessway must include designs and specifications for all proposed works and must be submitted to Council for approval **prior to the issue of a Construction Certificate**.

The turning path diagrams prepared by the applicant's consultant, PSA Consulting, submitted with the traffic impact assessment, show that simultaneous two-way movement of two passenger vehicles through the proposed central accessway can be achieved. As such, it will be conditioned that the largest vehicle to access the proposed staff administration and amenities building through the central accessway will be light passenger vehicles.

As set out in *AS/NZS 2890.1 – Off-street car parking*, the sight distance required at an accessway, other than a domestic accessway, with a frontage road speed of 80km/h is 111m as can be seen in Figure 5 below.



Frontage road speed (Note 4) km/h	Distance (Y) along frontage road m		
	Access driveways other than domestic (Note 5)		Domestic property access (Note 6)
	Desirable 5 s gap	Minimum SSD	
40	55	35	30
50	69	45	40
60	83	65	55
70	97	85	70
80	111	105	95
90	125	130	Use values from 2 nd and 3 rd columns
100	139	160	
110	153	190	

Figure 5: Sight distance requirements at driveways
(Source: AS/NZS 2890.1 - Figure 3.2)

During an inspection of the site, it was evident that there is sufficient sight distance to the east and west of the proposed accessway for an accessway fronting an 80km/h road as required by AS/NZS 2890.1. Refer to Figures 6 and 7 below for sightlines from the proposed access location.



Figure 7: Sightlines at the intersection of the proposed access and Murphy Road facing east



Figure 6: Sightlines at the intersection of the proposed access and Murph Road facing west

It will be conditioned that any vegetation located in the road reserve is to be maintained to provide safe sight distance for motorists entering and exiting the site to minimise conflict.

It is considered by Council that through the conditions of consent, suitable vehicular access will be available to proposed development.

State Environmental Planning Policy (Infrastructure) 2007

The *State Environmental Planning Policy (Infrastructure) 2007* specifies that this Development Application does not require a referral to the Transport for New South Wales (TfNSW).

Compliance with Council's Engineering Guidelines - Subdivisions and Development Standards

Consent Approval Conditions will ensure the development complies with *Council's Engineering Guidelines - Subdivisions and Development Standards* prior to the issue of a Construction Certificate.

Compliance with AS 2890

As the proposed new staff administration and amenities building will be constructed over the existing gravel overflow parking area Council has requested that the applicant provide extensive parking counts that extend over a minimum of two weeks to determine if the remaining parking on site will be sufficient. In response the applicant conducted parking surveys over a 4-week period and submitted the results with an updated parking layout to Council on 21 November 2023.

The parking survey shows that the peak parking demand in the morning shift is 470 spaces while the peak parking demand in the afternoon shift 430 spaces. During shift changeover the peak parking demand is 527 spaces.

To cater for the peak parking demand during shift changeover, including a 5% contingency, a total 553 parking spaces is required. The applicant has submitted a revised parking layout plan, drawing SK01, Revision 1 dated November 2023, prepared by PSA Consulting, that expands the existing staff car park, to provide a total of 529 parking spaces. Combined with the 23 parking spaces internal to the site as well as the additional 5 visitor parking spaces that will be created at part of this development the site will provide a total of 557 parking spaces.

The Responsible Planning Officer will be required to determine the number of parking and disabled parking spaces required onsite as part of the proposed development.

Disabled parking spaces are to be constructed in accordance with the requirements detailed in AS2890 Part 6: 'Off-street parking for people with disabilities'.

Through the conditions of consent, the development will comply with the requirements of AS 2890: 2004, Part 1: 'Off-street car parking' and Part 2: 'Off-street commercial vehicle facilities' and Council's *Development Control Plan 20 Off-Street Parking 2011*. The conditions of consent were justified by the following:

Car parking dimensions have been assessed as "user class 1" - Table 1.1 AS2890. Council's requirement of car park dimensions are 2.6m wide x 5.5m long in accordance with Council's *Development Control Plan 20 Off-Street Parking 2011*, this slightly exceeds the Australian Standard and will be conditioned accordingly.

All parking spaces are to be sealed and required to be delineated in accordance with AS 2890.1:2004.

As specified in AS2890:2004 all vehicles are to enter and leave the site in a forward direction.

Access, Traffic and Transport

Existing Accessway(s)/Driveway(s)

There are three (3) existing accessways that service the Poultry Processing Plant site along Murphy Road.

The western most accessway is located approximately 95 metres east of Kidman Way and provides access to the Poultry Processing Plant site as well as the staff parking area. The accessway is approximately fifteen (15) metres wide, with suitable tapers to the Murphy Road carriageway and is constructed of concrete. This accessway is used by heavy vehicles to access the processing plant and light passenger vehicles to access the staff car parking area. The construction of this accessway is satisfactory and as there will be no increase in vehicles using this accessway no changes are proposed.

The eastern most access way is located approximately 485 metres east of Kidman Way, adjacent to the existing Essential Energy Substation. This accessway caters for heavy vehicles related to the collection and dispatch of finished poultry products. Vehicle movements from the existing access way would include staff, visitors and heavy vehicles accessing the site. The accessway is 16m wide with the ingress and egress lanes into the development off Murphy Road separated by a raised concrete median. This accessway will not provide access to the proposed staff administration and amenities building. As such, no changes are proposed to this accessway.

The central accessway is located between the eastern most and western most accessways and is approximately 280m east of Kidman Way. The accessway is approximately 5m wide with access tapers to Murphy Road, it is bitumen sealed and provides access to two residential dwellings on the site as well as the processing plant.

Proposed Accessway(s)/Driveway(s)

As part of the development the managers residence to the west of the existing central accessway will be demolished to enable the construction of the new staff amenities and administration building. The proposed development will also obstruct access to the processing plant from this accessway. The Traffic Impact Assessment prepared by PSA Consulting indicate that visitors and staff drop off will be to the south of the proposed staff administration and amenities building and will occur via the central accessway. As a result, it will be conditioned that the accessway be upgraded as part of this development.

As a minimum the proposed accessway is to be constructed of bitumen in accordance with Council's *Engineering Guidelines - Subdivision and Development Standards*. Design drawings for the accessway

must include designs and specifications for all proposed works and must be submitted to Council for approval **prior to the issue of a Construction Certificate.**

The turning path diagrams prepared by the applicant's consultant, PSA Consulting, submitted with the traffic impact assessment, show that simultaneous two-way movement of two passenger vehicles through the proposed central accessway can be achieved. As such, it will be conditioned that the largest vehicle to access the proposed staff administration and amenities building through the central accessway will be light passenger vehicles.

As set out in *AS/NZS 2890.1 – Off-street car parking*, the sight distance required at an accessway, other than a domestic accessway, with a frontage road speed of 80km/h is 111m as can be seen in Figure 5.

During an inspection of the site, it was evident that there is sufficient sight distance to the east and west of the proposed accessway for an accessway fronting an 80km/h road as required by AS/NZS 2890.1. Refer to Figures 6 and 7 for sightlines from the proposed access location.

It will be conditioned that any vegetation located in the road reserve is to be maintained to provide safe sight distance for motorists entering and exiting the site to minimise conflict.

Existing Road Network

The subject allotment is bordered by Kidman Way to the west of the property and Murphy Road to the south of the property.

Kidman Way

Kidman Way is classified as a state road and is under the control of Transport for New South Wales (TfNSW). Kidman Way is a bitumen sealed, Road Train Route that provides one travel lane in each direction in the vicinity of the subject site. The speed limit of Kidman Way is 80 km/hr in both directions.

Kidman Way is approximately 7 metres wide with a combination of gravel and sealed shoulders along both sides of the road.

As part of DA 55/2016 the applicant is to construct an acceleration lane on the eastern side of Kidman Way for the left turning movement of vehicles from Murphy Road.

Murphy Road

Murphy Road is a local access road under the control of Griffith City Council. Murphy Road is a bitumen sealed, Road Train Route that provides one travel lane in each direction. It provides connection

between Kidman Way to the west and Old Willbriggie Road to the east. The speed limit of Murphy Road is 80km/h in both directions.

Murphy Road varies in width between Kidman Way and Old Willbriggie Road, ranging between six metres to seven metres. Road shoulders are minimal to non-existent along Murphy Road and are unsealed in the areas where they have been provided.

As part of DA 55/2016 the applicant is required to upgrade Murphy Road in accordance with Council's *Engineering Guidelines – Subdivisions and Development Standards*, Austroads Guidelines as amended by the supplements adopted by Transport for NSW for the prevailing speed limit and Transport for NSW Technical Directions for the full frontage of the development.

Intersection of Kidman Way and Murphy Road

The intersection of Murphy Road and Kidman Way forms a "T"-intersection. The Kidman Way has the priority through the intersection and has been provided with Auxiliary Right Turn (AUR) and Auxiliary Left Turn (AUL) turning lanes at the intersection with Murphy Road. The intersection treatment also includes mountable concrete islands on either side of Murphy Road to cater for the turning movements of heavy vehicles onto the Kidman Way.

As part of DA 55/2016 the applicant is required to reconstruct the pavement and upgrade the intersection of Kidman Way and Murphy Road to include a Channelised Right Turn (CHR) and a Channelised Left Turn (CHL) intersection treatment to cater for an A-Double Road Train. In addition, a raised concrete median is to be constructed on Murphy Road to provide protection for vehicles exiting onto Kidman Way and provide a refuge for pedestrians and cyclists crossing Murphy Road.

All roads are to be appropriately signposted and line marked.

In accordance with the conditions of DA 55/2016(4), issued 19 December 2023, all road construction works is required to be complete prior to 31 December 2024.

As the proposed development will not increase the existing traffic numbers no additional upgrade work will be required to Murphy Road or the intersection of Kidman Way and Murphy Road.

Type of Traffic Expected to the Site

Traffic accessing the proposed new staff administration and amenities building will be limited to passenger vehicles.

Increase in Traffic to the Site

The proposed development is the construction of a new staff administration and amenities building. The construction of the proposed development will not increase the production capacity of the processing plant located on the development site and therefore this proposal will have no impact on the traffic accessing the site.

Loading/Unloading Arrangements

The applicant makes no mention of loading/unloading arrangements in the Statement of Environmental Effects or the Traffic Assessment prepared by the applicant's consultant PSA Consulting. Given the nature of the proposed development as a staff administration and amenities building it is not expected that specific loading/unloading arrangements are required beyond the initial fit out of the development.

Carparking Arrangements

As the proposed new staff administration and amenities building will be constructed over the existing gravel overflow parking area Council has requested that the applicant provide extensive parking counts that extend over a minimum of two weeks to determine if the remaining parking on site will be sufficient. In response the applicant conducted parking surveys over a 4-week period and submitted the results with an updated parking layout to Council on 21 November 2023.

The parking survey shows that the peak parking demand in the morning shift is 470 spaces while the peak parking demand in the afternoon shift 430 spaces. During shift changeover the peak parking demand is 527 spaces.

To cater for the peak parking demand during shift changeover, including a 5% contingency, a total 553 parking spaces is required. The applicant has submitted a revised parking layout plan, drawing SK01, Revision 1 dated November 2023, prepared by PSA Consulting, that expands the existing staff car park, to provide a total of 529 parking spaces. Combined with the 23 parking spaces internal to the site as well as the additional 5 visitor parking spaces that will be created at part of this development the site will provide a total of 557 parking spaces.

The Responsible Planning Officer will be required to determine the number of parking and disabled parking spaces required onsite as part of the proposed development.

Through the conditions of consent, the development will comply with the requirements of AS 2890: 2004, Part 1: 'Off-street car parking' and Part 2: 'Off-street commercial vehicle facilities' and Council's

Development Control Plan 20 Off-Street Parking 2011. The conditions of consent were justified by the following:

Car parking dimensions have been assessed as 'User Class 3' as per Table 1.1 in AS 2890 Part 1. The most recently submitted site plans show the measurements of the proposed car spaces. While all bay widths and lengths are compliant with AS 2890, the lengths of the 90-degree parking bays and the lengths and widths of the parallel parking bays are not compliant with DCP 20. Council's DCP 20 requirements slightly exceed the Australian Standards and will be conditioned accordingly.

All parking spaces are to be constructed of bitumen and required to be delineated in accordance with AS 2890.1:2004.

As specified in AS2890:2004 all vehicles are to enter and leave the site in a forward direction.

Council's Sealing of Parking and Manoeuvring Areas Policy outlines that the subject development is required to be bitumen sealed for all parking areas and areas forward of the building line as a minimum. Vehicular manoeuvring and general use areas should be constructed of compacted road building gravel as a minimum. However due to the locality and traffic movements associated with the proposed development, all areas forward of the building line, all carparking areas and all vehicular manoeuvring areas associated with the development are to be bitumen sealed.

The car parking requirements will be reflected in the consent conditions.

Pedestrian Services

The subject allotment has not been identified in Council's *Griffith Pedestrian and Bicycle Strategy – July 2021* as an allotment that requires a footpath or other pedestrian links. The applicant will not be required to install pedestrian footpath as part of the subject Development Application.

Non-Essential Utilities

Gas

The applicant is to make their own arrangements with the service provider for an adequate connection to this service for the proposed development. All costs are to be borne by the applicant.

Telecommunications

The applicant is to make their own arrangements with the service provider for an adequate connection to this service for the proposed development. All costs are to be borne by the applicant.

Engineering Conditions

The following engineering conditions apply to the development above:

General Conditions

PRIOR TO ISSUE OF A CONSTRUCTION CERTIFICATE

1. CCB1249 S138 Roads Act

Prior to the issue of a Construction Certificate, a Section 138 Roads Act application, including payment of fees, shall be lodged with Griffith City Council, as the Roads Authority for any works required within a public road. These works may include but are not limited to:

- a. vehicular crossings (including kerb reinstatement of redundant vehicular crossings)
- b. Road opening for utilities
- c. Road Occupancy or road closures

All works shall be carried out with the Roads Act approval, the development consent including the stamped plans and Griffith City Council specifications.

PRIOR TO COMMENCEMENT OF WORK

2. PCW1527 Section 68 of the Local Government Act 1993 Application

Prior to the commencement of works on Council's potable water main a Section 68 application in accordance with the Local Government Act 1993 is to be obtained through Council by submitting an application via the NSW Planning Portal and linking it to the Development Application or Construction Certificate application. The application is to include design drawings and details that comply with Council's *Engineering Guidelines - Subdivisions and Development Standards* and the *Water Services Association of Australia – Water Supply Code of Australia (WSA 03—2011)*. All works associated with the potable water works are to be completed at the expense of the applicant.

3. AC1110 Damage to Council Property

If any damage is occasioned to Council property during construction and associated works, the cost of repairs will be recoverable. It is therefore requested that any damage which is obvious before works commence be immediately notified to Council to avoid later conflict.

4. PCW1507 Traffic Management Plan (TMP)

(AMENDED) A Traffic Management Plan (TMP) with all supporting documentation, including all relevant Traffic Guidance Schemes (TGS), is to be submitted to Council for approval **prior to the commencement of work** on the northern access to the Griffith Homemakers Centre off Kidman Way. The TMP must comply with the requirements of Transport for New South Wales' Traffic Control at Work Sites Technical Manual (TCAWS Manual), Standards Australia's Manual of uniform traffic control devices, Part 3: Traffic control for works on roads (AS1742.3), and Austroads' Guide to Temporary Traffic Management (AGTTM).

The TMP must be prepared by a person/s with a 'Prepare a Work Zone Traffic Management Plan' qualification. Strict compliance to the TMP is to be maintained throughout the duration of the works. All inspections of the TMP and collection of records must comply with the requirements of the TCAWS Manual.

5. PCW1506 Construction Management Plan (CMP)

(AMEDED) Prior to the commencement of work, a Construction Management Plan is to be prepared by suitably qualified professionals and submitted to Council for approval detailing arrangements during the construction of the development. The Construction Management Plan is to include, but not be limited to, the following:

a. Measures for the management of traffic during construction

This is to include (as a minimum):

- a) management of the loading and unloading of vehicles (up to and including the largest size vehicle accessing the development)
- b) internal vehicle manoeuvring
- c) pedestrian safety measures
- d) ingress and egress movements of vehicles accessing the development from the public road

b. Waste Management Plan

This is to include (as a minimum):

- a) identify all waste (including excavation, demolition and construction waste material) that will be generated by the development during construction, and

- b) identify the quantity of waste material, in tonnes and cubic metres, to be:
 - i. reused on-site and off-site, and
 - ii. recycled on-site and off-site, and
 - iii. disposed of off-site, and
- c) if waste material is to be reused or recycled on-site - specify how the waste material will be reused or recycled on-site, and
- d) if waste material is to be disposed of, reused or recycled off-site - specify the contractor who will be transporting the material and the licensed waste management facility or recycling outlet to which the material will be taken.

c. Sedimentation and Erosion Control Plan

This is to include (as a minimum):

- a) The installation of a sediment fence with returned ends across the low side of the works; and
- b) A temporary gravel driveway into the site. All vehicles needing to access the site are to use the temporary driveway.

The control measures are to be installed prior to the commencement of site works and maintained during works in order to ensure that site materials do not leave the site and/or enter the stormwater system and to maintain public safety/amenity.

d. Material stockpiling/storage

e. Identify parking for construction worker vehicles

f. Dust mitigation measures to be implemented during dry and/or windy weather conditions

g. Noise and vibration amelioration measures

h. Complaint management and contingency measures

The approved Construction Management Plan (incorporating Waste Management Plan, Sediment and Erosion Control Plan and other construction management measures) must be implemented and maintained prior to, and during, the construction until works are completed.

DURING CONSTRUCTION

6. DC1710 Sedimentation and Erosion Controls

The approved erosion and sediment control measures shall be implemented and maintained during works.

7. AC1112 Existing Services

The applicant must check that the proposed works do not affect any Council, electricity, telecommunications, gas or other services. Any required alterations to services will be at the developer's expense.

8. AC1107 Provision of Services

The applicant is to be responsible for all amplification, extension and adequate provision for connection to services at their own expense. The work is to be in accordance with Council's *Engineering Guidelines – Subdivisions and Development Standards* and relevant authorities' specifications.

PRIOR TO USE OR OCCUPATION

9. POC1994 All Works To Be Completed

(AMENDED) All works specified on the approved Construction Certificate drawings are to be completed in accordance with *Council's Engineering Guidelines – Subdivisions and Development Standards* (and other authorities specifications outlined within this Development Application) and approved by Council **prior to the issue of an Occupation Certificate**.

10. POC2011 S138 Roads Act Approval

Prior to the issue of an Occupation Certificate, the Principle Certifying Authority shall ensure that all works associated with a S138 Roads Act approval have been inspected and signed off by Griffith City Council.

11. POC2015 Section 68 of the Local Government Act 1993 Final Certificate of Completion

Prior to the issue of an Occupation Certificate, a Section 68 of the Local Government Act 1993 Final Compliance Certificate is to be issued by Council at the completion of the works on Council's sewer main, potable water main and stormwater drainage system.

Potable Water

ADVISORY

1. ADV2205 Water applications

Water meter connections, disconnections, relocation, or resizing require separate applications to Council's Water and Sewer department. Connections which are required to be 25mm or greater to serve the needs of the development, shall be supported with hydraulic calculations prepared by an appropriate consultant, including reference to a water pressure and flow rate test of the adjacent mains.

Stormwater

PRIOR TO ISSUE OF CONSTRUCTION CERTIFICATE FOR BUILDING WORKS

1. CCB1230 Stormwater Drainage

All stormwater runoff shall be directed to Murrumbidgee Irrigation's drainage system via the onsite detention system for disposal. Stormwater runoff shall not be permitted to flow over property boundaries onto the adjoining properties unless legally created easements in accordance with Section 88B of the Conveyancing Act are created. Detailed design drawings for the proposed drainage system are to comply with *Council's Engineering Guidelines – Subdivision and Development Standards* and *Council's Stormwater Drainage & Disposal Policy (CS-CP-310)* and are to be submitted to Council for approval **prior to the issue of a Construction Certificate**.

PRIOR TO USE OR OCCUPATION

2. POC1958 Installation of stormwater infrastructure

Prior to the issue of an Occupation Certificate, stormwater infrastructure are to be installed in accordance with the Stormwater Quantity and Detention Storage Report (Issue E, dated 27 February 2024), *Council's Engineering Guidelines – Subdivisions and Development Standards*, *Council's Onsite Detention Policy (CS-CP-404)*, and *Council's Stormwater Drainage & Disposal Policy (CS-CP- 310)*.

Access & Roads

PRIOR TO USE OR OCCUPATION

1. POC1931 Accessway upgrade

Prior to the issue of an Occupation Certificate, the existing central accessway off Murphy Road servicing the subject allotment is to be upgraded to a concrete or bitumen sealed access between the property boundary and the road carriageway off Murphy Road. The accessway is to be constructed in accordance with *Council's Engineering Guidelines – Subdivisions and Development Standards*.

2. POC1934 Internal driveways

Prior to the issue of an Occupation Certificate the internal driveway to the proposed staff administration and amenities building off the central accessway is to be constructed of concrete in accordance with *Council's Engineering Guidelines – Subdivisions and Development Standards* and *Council's Residential Development Control Plan 2020*.

ONGOING

3. ON2192 Sight Distance

Any landscaping, fencing or signage to be provided within the site or along the boundary with any adjoining road reserve is to be designed and maintained to provide safe sight distance to pedestrians for motorists entering and exiting the site to minimise conflict in accordance with *AS2890.1-2004 "Off-street car parking"*.

4. ON2137 Heavy vehicle access restriction

(AMEDED) Vehicular access to the new staff administration and amenities building from the central accessway to the development off Murphy Road is to be restricted to light vehicles only. All service and delivery vehicles are to access the new staff administration and amenities building via the western accessway of Murphy Road.

5. ON2136 Access maintenance

The property owner remains responsible for the upkeep and maintenance of the accessway and associated facilities for the lifetime of the proposed development.

Carparking

PRIOR TO USE OR OCCUPATION

1. POC1938 Off-Street Parking

Prior to the issue of the Occupation Certificate <<<<Planner to specify>>>> parking spaces each of dimensions 2.6 metres x 5.5 metres in accordance with Council's *Development Control Plan No. 20 Off-street Parking Policy*, including <<<<Planner to specify>>>> car parking space in accordance with *Australian Standard 2890.6:2009* for disabled persons are to be provided on site to serve the development. Spaces adjacent to walls or other obstructions, which may affect door openings or vehicle manoeuvring, are to be widened by an additional 300mm on the side of the obstruction(s).

NOTE: This consent does not guarantee compliance with the *Disability Discrimination Act, 1992* and the developer should investigate their liability under the Act. The applicant's attention is drawn to the Australian Standard AS 2890.6:2009 in respect of acceptable standards of design and requirements.

2. POC1940 Linemarking

(AMENDED) Delineation of parking bays and directional lines are to be implemented in accordance with the approved construction plans and *Australian Standard 2890.1:2004*. Parking bay delineation and directional lines are to be installed **prior to the issue of an Occupation Certificate**.

3. POC1943 Sealing of Parking and Manoeuvring Areas

Prior to the issue of an Occupation Certificate all car parking, vehicular manoeuvring areas, general use areas, and areas forward of the building line are to be sealed in accordance with Council's *Sealing of Parking and Manoeuvring Areas Policy (CS-CP-405)*.

ONGOING

4. ON2139 Parking Maintenance

The property owner remains responsible for the upkeep and maintenance of the car parking, vehicle manoeuvring areas and associated facilities for the lifetime of the proposed development.



RONELLE GREEN
DEVELOPMENT AND TRAFFIC ENGINEER



GREG BALIND
DEVELOPMENT AND TRAFFIC COORDINATOR