

STATEMENT OF ENVIRONMENTAL EFFECTS

WAREHOUSE OR DISTRIBUTION CENTRE

7 Enterprise Drive, Gilgandra



Navigate Planning

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1 INTRODUCTION

This Statement of Environmental Effects (SEE) supports a development application for construction of an industrial building for use as a warehouse by North West Tanks at 7 Enterprise Drive, Gilgandra (Lot 103 DP 1209112).

The subject land is zoned E4 General Industrial and contains two refrigerated shipping containers, used as temporary storage of game meats. These will be removed from the site.

The purpose of the new development is defined as “warehouse or distribution centre”, which is permitted with consent in the E4 zone.

The development is not “State significant development”, “regionally significant development”, or “designated development”. The development is not “integrated development” or “nominated integrated development”.

The development is sited, designed and will be managed to avoid adverse environmental impacts. There are no known contamination issues with the site.

The development will increase traffic movements to and within the site, however adequate parking is to be provided on site and all vehicles up to a 19m semi-trailer will be able to enter and leave the site in a forward direction.

The proposal will have social and economic benefits to the community. The development is permissible with consent and is consistent with all relevant legislation and policy. There is no impediment to the granting of development consent subject to conditions.

2 PROPOSED DEVELOPMENT

The development consists of the following:

1. Construction of a new industrial building, for use as a warehouse and distribution centre.
2. Installation of five storage racks external to the proposed building.
3. Surfacing of the land around the building with compacted road base.
4. Provision of four car parking spaces, one of which will be an accessible space.
5. Provision of new landscaping along the site frontage to Enterprise Drive and Hargraves Lane.
6. Servicing of the new development.
7. Construction of an access driveway to Enterprise Drive.
8. Provision of a display water tank (that will collect roof water for the building and will be plumbed back into the building for use in toilets and also for watering of landscaped areas).
9. Provision of signage, being one sign on the display water tank, three wall signs on the Hargraves Lane elevation and two wall signs on the Enterprise Drive elevation.
10. Installation of new security fencing and gate with key card access.

The proposed building will be 529m² in size and will be constructed with colorbond wall and roof cladding. The building contains a front office area facing the Enterprise Drive elevation. The office area will contain an accessible toilet and shower facility.

The proposed signage would display the name of the business “North West Tanks” and contact details. The signage will also identify the business as the authorized dealer of Pioneer Tanks. Internal illumination of signage is not proposed.

The hours of operation are proposed to be 24 hours, 7 days a week. Given the nature of the business and the long distances that vehicles travel to supply and deliver the water tanks, definitive hours of

operation are difficult to determine. A 24 hour, 7 day a week operation allows for flexibility in operations and accommodates the occasional delivery of products outside of normal business hours. One delivery of tank materials is expected per week. Distribution of tank materials from the site is anticipated to be twice per day.

No manufacturing of products will occur on site.

The maximum number of staff that will be present on site at any one time will be 4.

3 SITE ANALYSIS

3.1.1 *Existing development and servicing*

The subject land is 2682m² in size and is vacant, other than two refrigerated shipping containers which will be removed from the site. The site has a slight fall towards Hargraves Lane and contains no native vegetation. No watercourses cross the site. A drainage easement exists to the south of the site. There are no easements on the subject site.

Services exist on the site that can connect to the proposed new building, including electricity, telecommunications, water and sewer. An unformed access exists to Enterprise Drive.

3.1.2 *History, Heritage and Archaeology*

The subject land has no known history of any heritage or archaeological significance.

Development Consent No. 8/12 was approved by Gilgandra Shire Council on 17 May 2012 for an industrial subdivision creating the subject lot. The following conditions are relevant to the subject lot:

- Condition 8 of that consent restricted vehicular access to Hargraves Lane. The proposal does not involve access to Hargraves Lane.
- Condition 19 required a vegetation buffer to be planted in the road reserve along Hargraves Lane. This vegetation buffer has not been planted and is the responsibility of the subdivider. In any case a 1.5m wide landscape strip is proposed within the subject site along Hargraves Lane.
- Condition 20 states that “*Council shall design and construct a stormwater drainage system to service the proposed subdivision. Such design shall ensure that the proposed subdivision does not direct stormwater flows from the development onto the adjoining residential property. Such stormwater drainage shall include water quality improvement measures which include but are not limited too; gross pollutant traps, wetlands, open vegetation, drainage swales, prior to the discharge of stormwater into the Castlereagh River*”. The subject land contains no easements for drainage purposes.

3.1.3 *Surrounding Development*

The site is located in a zoned industrial area that has been recently subdivided into several lots for industrial development. The site is located on an important heavy vehicle route through Gilgandra. Adjoining the site to the land to the north and east are other newly created industrial lots, mostly vacant. Further to the east is a railway line. The lot to the north across Enterprise Drive contains a fuel depot. To the west of the site, across Hargraves Drive is vacant land owned by the local Aboriginal Land Council, known as The Pines. To the south is a drainage reserve and beyond are a small number of residential dwellings and a motel development.

4 COMPLIANCE WITH RELEVANT LEGISLATION

4.1 Environmental Protection and Biodiversity Conservation Act 1999

Under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act), a person must not take an action that has, will have or is likely to have a significant impact on any of the matters of national environmental significance without the approval of the Federal Environment Minister. This includes any impacts on threatened species or endangered ecological communities (EEC) listed under the EPBC Act.

The subject land is fully cleared of native vegetation. The proposal will have no significant impact on any matter of national environmental significance.

4.2 Disability Discrimination Act 1992

The *Disability Discrimination Act 1992* (DDA Act) prohibits discrimination against people with a disability in a range of areas, including in relation to access to premises.

The proposed development has been designed to ensure access for all throughout the site. One disabled parking space is proposed to be provided. Level and safe access will be provided from car parking areas to building floor levels. An accessible toilet facility will be provided in the new building. The development will comply with the DDA Act.

4.3 Environmental Planning and Assessment Act 1979

4.3.1 Section 4.5 – Designation of consent authority

Pursuant to clause 4.5 (d), Gilgandra Council is the consent authority.

4.3.2 Section 4.10 – Designated development

Clause 4.10 defines designated development as development that is declared by an environmental planning instrument or the regulations as designated development. The development is not declared by any environmental planning instrument as designated development.

4.3.3 Section 4.12 – Application

This provision allows for certain LG Act approvals to be addressed within a development consent. Should any S68 approvals be required, it is anticipated that these will be addressed through appropriate conditions of consent.

4.3.4 Section 4.13 – Consultation and concurrence

Section 4.13 provides for an environmental planning instrument to identify where consultation or concurrence is required before determining a development application. There are no consultation or concurrence requirements for the development under any relevant environmental planning instrument.

4.3.5 Section 4.15 – Evaluation

The following matters are relevant to the proposal under section 4.15 of the EPA Act. Detailed assessment against each of these matters is provided in Section 5 of this SEE.

State Environmental Planning Policies

- *State Environmental Planning Policy (Resilience and Hazards) 2021*
- *State Environmental Planning Policy (Industry and Employment) 2021*

- *State Environmental Planning Policy (Transport and Infrastructure) 2021*

Local Environmental Plans

- *Gilgandra Local Environmental Plan 2011*

Draft Environmental Planning Instruments

Nil.

Development Control Plans

- *Gilgandra Development Control Plan 2011*

Planning Agreements

Nil

Environmental Planning and Assessment Regulation

Nil

Impacts on the built environment

The development will have a positive impact on the built environment. The proposed development will provide a new industrial building with office components at the front of the building, with new bitumen surfacing and landscaping along the site frontages.

Impacts on the natural environment

The subject land is fully cleared of native vegetation. There are no watercourses crossing or in the vicinity of the site. The development will be connected to all reticulated services and will have no off-site environmental impacts. All roof water will be directed to the display water tank with overflow to the table drain in Hargraves Lane. Overflow will be minimised through on-site re-use of tank water in plumbing and landscaping. It is considered that the proposed development will have no significant impact on the natural environment.

Social and economic impacts

The proposed development will have positive social and economic impacts for Gilgandra, through construction and future operational jobs in a developing industrial area.

Suitability of the site

The subject land is zoned for industrial development purposes, is flat and has suitable services and access. The site is therefore considered suitable for the proposed development.

The Public Interest

The proposed development supports new employment opportunities in a developing employment area in Gilgandra. The proposal is therefore considered to be in the public interest.

4.3.6 Section 4.46 – Integrated Development

Section 4.46 of the EPA Act identifies development that requires other approvals and is therefore integrated development. The development is not integrated development.

4.4 Biodiversity Conservation Act 2016

The *Biodiversity Conservation Act 2016* (BC Act) outlines the processes for biodiversity assessments, approvals and offsets where required. The BC Act also defines biodiversity values, and these are shown as the purple areas on the Biodiversity Values Map. No part of the subject land is mapped as having biodiversity values. The site contains no native vegetation and the proposed development will

have no direct or indirect impacts on any threatened ecological communities. The proposal will have no significant impact on biodiversity.

4.5 National Parks and Wildlife Act 1974

Part 6 of the *National Parks and Wildlife Act 1974* (NPW Act) states that it is an offence to harm or desecrate an Aboriginal object unless authorised by an Aboriginal heritage impact permit.

A basic search of the Aboriginal Heritage Information Management System found no records of any Aboriginal artefacts within 200m of the subject land.

Given the land has been recently subdivided for industrial purposes, it is considered unlikely that the proposed development will uncover any Aboriginal archaeology. Therefore, no further Aboriginal cultural heritage assessment is warranted for the proposed development. However, the development will be undertaken in accordance with the legislative requirements to protect any Aboriginal item uncovered during works.

5 COMPLIANCE WITH PLANNING CONTROLS

5.1 State Environmental Planning Policy (Resilience and Hazards) 2021

Chapter 4 of *State Environmental Planning Policy (Resilience and Hazards) 2021* aims to promote the remediation of contaminated land to reduce risk to human health and the environment. SEPP 55 requires consideration of the potential contamination of land and the need for remediation of that land before development consent is granted. To assist in the assessment of potential contamination, SEPP 55 the following land as being subject to consideration:

- (a) *land that is within an investigation area,*
- (b) *land on which development for a purpose referred to in Table 1 to the contaminated land planning guidelines is being, or is known to have been, carried out,*
- (c) *to the extent to which it is proposed to carry out development on it for residential, educational, recreational or child care purposes, or for the purposes of a hospital—land:*
 - (i) *in relation to which there is no knowledge (or incomplete knowledge) as to whether development for a purpose referred to in Table 1 to the contaminated land planning guidelines has been carried out, and*
 - (ii) *on which it would have been lawful to carry out such development during any period in respect of which there is no knowledge (or incomplete knowledge).*

There are no relevant consultation or concurrence requirements for the development under the SEPP.

The development site is not in an investigation area. The subject land has been approved and developed for an industrial subdivision, demonstrating that Council is satisfied that the land is suitable for industrial development. There are no known previous uses of the site of a kind identified in the Contaminated Land Planning Guidelines as potentially contaminating uses. The proposed use is not for residential, educational, recreational or child care purposes, or for the purposes of a hospital. There is no evidence of any previous use that is likely to have caused contamination of the site. It is therefore considered that no further contamination assessment is warranted as part of this development application.

Given the above the site is considered suitable for the development.

5.2 State Environmental Planning Policy (Industry and Employment) 2021

Chapter 3 of this *State Environmental Planning Policy (Industry and Employment) 2021* applies to advertising and signage. Section 3.4 states that the chapter applies to signage that can be displayed with or without development consent under another environmental planning instrument that applies to the signage, and is visible from any public place or public reserve.

The SEPP does not apply to signage that is exempt development.

A number of new signs are proposed, including a business identification sign on a proposed display water tank at the corner of Enterprise Drive and Hargraves Lane and five wall signs on the proposed building.

Section 3.6 of the SEPP states that “a consent authority must not grant development consent to an application to display signage unless the consent authority is satisfied—

- (a) that the signage is consistent with the objectives of this Chapter as set out in section 3.1(1)(a), and
- (b) that the signage the subject of the application satisfies the assessment criteria specified in Schedule 5.”

The relevant objectives are as follows:

- (a) to ensure that signage (including advertising)—
 - (i) is compatible with the desired amenity and visual character of an area, and
 - (ii) provides effective communication in suitable locations, and
 - (iii) is of high quality design and finish.

Comment: It is considered that the proposed signs are consistent with the above objectives as they are appropriately proportioned having regard to the size of the site and the proposed building. The signs will effectively advertise the proposed new business and will be of high quality design and finish.

The following table addresses the assessment criteria in Schedule 5 of the SEPP.

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? Is the proposal consistent with a particular theme for outdoor advertising in the area or locality? 	<p>The proposed signs are for business identification purposes appropriate for an industrial area.</p>
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? 	<p>The subject land is not in or near any environmentally sensitive areas, natural or other conservation areas, open space areas, waterways or rural landscapes.</p> <p>The land is in the vicinity of a heritage item, being The Pines, however this is a vacant parcel of land significant for its relationship with Aboriginal people in the Gilgandra area. It is considered that the proposed signage will have no significant impact on the heritage item.</p> <p>The signs are considered appropriate given the zoning of the land.</p>
3 Views and vistas <ul style="list-style-type: none"> Does the proposal obscure or compromise important views? Does the proposal dominate the skyline and reduce the quality of vistas? Does the proposal respect the viewing rights of other advertisers? 	<p>The proposed signs will not dominate the skyline and will not obstruct any other advertising.</p>
4 Streetscape, setting or landscape	<p>The proposed signs are appropriately</p>

<ul style="list-style-type: none"> • Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape? • Does the proposal contribute to the visual interest of the streetscape, setting or landscape? • Does the proposal reduce clutter by rationalising and simplifying existing advertising? • Does the proposal screen unsightliness? • Does the proposal protrude above buildings, structures or tree canopies in the area or locality? • Does the proposal require ongoing vegetation management? 	<p>proportioned having regard to the size of the site and the proposed building. The signs will not be higher than buildings or vegetation in the locality. No ongoing vegetation management will be required.</p>
<p>5 Site and building</p> <ul style="list-style-type: none"> • 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? • Does the proposal respect important features of the site or building, or both? • Does the proposal show innovation and imagination in its relationship to the site or building, or both? 	<p>The scale and location of the proposed signage is compatible with the scale and form of the site and proposed building.</p>
<p>6 Associated devices and logos with advertisements and advertising structures</p> <ul style="list-style-type: none"> • 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? 	<p>No safety devices, platforms or lighting devices are proposed. The signs will include the name of the proposed business along with contact details.</p>
<p>7 Illumination</p> <ul style="list-style-type: none"> • Would illumination result in unacceptable glare? • Would illumination affect safety for pedestrians, vehicles or aircraft? • Would illumination detract from the amenity of any residence or other form of accommodation? • Can the intensity of the illumination be adjusted, if necessary? • Is the illumination subject to a curfew? 	<p>No illumination of the signage is proposed.</p>
<p>8 Safety</p> <ul style="list-style-type: none"> • Would the proposal reduce the safety for any public road? • Would the proposal reduce the safety for pedestrians or bicyclists? • Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas? 	<p>The proposed signs will have no impact on the safety of road users.</p>

5.3 State Environmental Planning Policy (Transport and Infrastructure) 2021

State Environmental Planning Policy (Transport and Infrastructure) 2021 (TI SEPP) provides for certain infrastructure developments to be exempt development, complying development or development that is permitted with consent. Division 17 of Part 2.3 of the TI SEPP applies to roads and traffic.

Clause 2.119 relates to development with frontage to classified road. Enterprise Drive is not a classified road. Hargraves Lane is an unclassified regional road. Therefore, this clause does not apply to the proposed development.

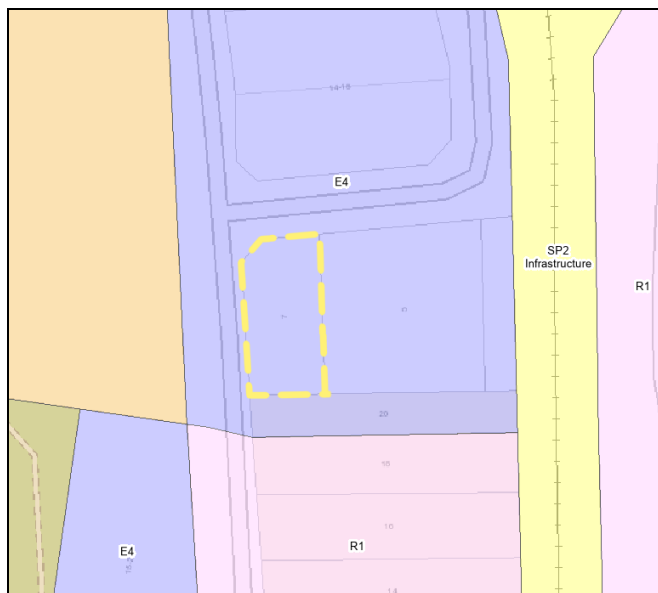
Clause 2.112 relates to traffic generating development and applies to certain new developments or the enlargement or extension of certain existing developments. Schedule 3 identifies traffic generating development, including for warehouse or distribution centres that are more than 8,000m² in site area or (if the site area is less than the gross floor area) gross floor area, irrespective of whether the site fronts (or is within 90m of) a classified road.

The proposed development is less than 8000m² in site and building area and is therefore not traffic generating development.

5.4 Gilgandra Local Environmental Plan 2011

5.4.1 Zoning and zone objectives

The development is proposed on land zoned E4 General Industrial, as shown on the map below.



The objectives of the E4 zone are:

- *To provide a range of industrial, warehouse, logistics and related land uses.*
- *To ensure the efficient and viable use of land for industrial uses.*
- *To minimise any adverse effect of industry on other land uses.*
- *To encourage employment opportunities.*
- *To enable limited non-industrial land uses that provide facilities and services to meet the needs of businesses and workers.*
- *To ensure that new development and land uses incorporate measures that take account of their spatial context and mitigate potential impacts on neighbourhood amenity and character and on the efficient operation of the local or regional road system.*

The proposed development provides for an appropriate and permissible industrial use of an industrial lot. The proposed use is a warehouse for a water tank company, located on an important heavy vehicle route through Gilgandra. The proposal is located to avoid heavy traffic using local roads or entering residential areas of Gilgandra. Being a warehouse, the only impacts on adjoining properties will be from heavy vehicle movements and the movement of water tank components into and out of the building. While 24 hour, 7 day operation is proposed, this is solely to facilitate the occasional delivery out of normal business hours. No assembly or manufacturing of water tanks will be undertaken on site. On this basis, it is considered that the proposal will have minimal impacts on adjoining uses. The proposal facilitates economic development in Gilgandra through employment in construction and ongoing operation of the business. With landscaping proposed along the site frontages, the proposal will improve the appearance of the site. The proposed development is therefore considered to be consistent with the zone objectives.

5.4.2 *Land Use Permissibility*

The proposed development is for the storage of materials used in the construction of water tanks, including tank materials, tools and vehicles, and is therefore defined as “warehouse or distribution centre”. The definition is as follows:

warehouse or distribution centre means a building or place used mainly or exclusively for storing or handling items (whether goods or materials) pending their sale, but from which no retail sales are made, but does not include local distribution premises.

Warehouse or distribution centres are permitted with consent in the E3 zone.

5.4.3 *Clause 4.1 - Lot Size*

The minimum lot size in GLEP 2011 for the subject land is 1000m². No subdivision of the land is proposed.

5.4.4 *Clause 5.10 - Heritage*

The site does not contain a heritage item and is not in a heritage conservation area. Land to the west, across Hargraves Lane is a heritage item known as the Pines. This heritage item relates to the land itself which was a place of residence and gathering for Aboriginal people in the Gilgandra area from the mid-19th century.

The proposed development of an industrial building on the subject lot which is zoned for industrial activity will have no significant impact on the heritage significance of The Pines.

In relation to Aboriginal Heritage, a basic search of the Aboriginal Heritage Information Management System found no records of any Aboriginal artefacts within 200m of the subject land. Given the land has been recently subdivided for industrial purposes, it is considered unlikely that the proposed development will uncover any Aboriginal archaeology. Therefore, no further Aboriginal cultural heritage assessment is warranted for the proposed development. However, the development will be undertaken in accordance with the legislative requirements to protect any Aboriginal item uncovered during works.

5.4.5 *Clause 5.14 - Siding Spring Observatory—maintaining dark sky*

Clause 5.14 of GLEP 2011 requires consideration to be given to whether development is likely to adversely affect observing conditions at the Siding Spring Observatory.

The subject land is located approximately 63km from the Siding Springs Observatory.

Lighting of the site for use during night time and for security purposes will include light shields to ensure light is directed to the ground.

The lighting design can ensure that the site emits no more than 50,000 lumens.

5.4.6 *Clause 5.21 - Flood planning*

The subject land is not mapped as flood prone.

5.4.7 *Clause 7.1 - Biodiversity Protection*

The subject land is not mapped as containing sensitive biodiversity.

5.4.8 *Clause 7.2 – Riparian Lands and Watercourses*

The subject land is not mapped as containing a sensitive watercourse.

5.4.9 *Clause 7.3 - Wetlands*

The subject land is not mapped as containing a sensitive wetland.

5.4.10 *Clause 7.4 - Groundwater vulnerability*

The whole of the land is mapped as groundwater vulnerable on the Groundwater Vulnerability Map in GLEP 2011.

Clause 7.4 requires the consent authority to consider:

- (a) *the likelihood of groundwater contamination from the development (including from any on-site storage or disposal of solid or liquid waste and chemicals),*
- (b) *any adverse impacts the development may have on groundwater dependent ecosystems,*
- (c) *the cumulative impact the development may have on groundwater (including impacts on nearby groundwater extraction for a potable water supply or stock water supply),*
- (d) *any appropriate measures proposed to avoid, minimise or mitigate the impacts of the development.*

The proposed development is unlikely to have detrimental impacts on groundwater. The extent of earthworks is minor and the use is unlikely to cause groundwater contamination. The site is connected to the reticulated sewer and water systems and stormwater from the development will be appropriately managed.

Given the above, the development can be granted consent as it is designed, sited and will be managed to avoid any adverse environmental impact.

5.4.11 *Clause 7.6 - Essential Services*

Clause 7.6 of MWRLEP 2012 states that “*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 proposed development are available or that adequate arrangements have been made to make them available when required—*

- (a) *the supply of water,*
- (b) *the supply of electricity,*
- (c) *the disposal and management of sewage,*
- (d) *stormwater drainage or on-site conservation,*
- (e) *suitable road access.”*

The site is connected to reticulated water, sewer, power and telecommunications services. Suitable access can be provided from Enterprise Drive, while no access is proposed from Hargraves Lane. All roof water will be directed to the display water tank with overflow to the

table drain in Hargraves Lane. Overflow will be minimised through on-site re-use of tank water in plumbing and landscaping. With compacted road base proposed for external areas, some infiltration of stormwater will occur on site, however much of the surface area will drain to Hargraves Lane and/or the drainage reserve to the south of the site.

5.4.12 Clause 7.8 - Earthworks

Clause 7.8 of GLEP 2011 requires separate development consent for earthworks unless the earthworks are ancillary to other development for which development consent has been given.

As the site is flat, minimal earthworks will be required for building foundations. The scale and impact of the earthworks have been considered as part of this development application and therefore separate development consent will not be required.

The following considerations in clause 7.8 (3) are relevant:

Before granting development consent for earthworks, the consent authority must consider the following matters:

- (a) the likely disruption of, or any detrimental effect on, existing drainage patterns and soil stability in the locality,*
- (b) the effect of the proposed 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 proposed 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 watercourse, drinking water catchment or environmentally sensitive area,*
- (h) any appropriate measures proposed to avoid, minimise or mitigate the impacts of the development.*

The extent of earthworks is relatively minor for building foundations, site surfacing and provision of services to the building. The earthworks are necessary to facilitate the proposed redevelopment. The earthworks will have no detrimental impacts on adjoining properties or the environment. There is some potential for disturbing sub-surface relics however the likelihood is considered low. The proposed development will be undertaken in accordance with the legislative requirements to protect any Aboriginal item uncovered during construction.

Based on the above, it is considered that the development satisfactorily addresses the considerations in clause 7.8 of GLEP 2011.

5.5 Gilgandra Development Control Plan 2011

5.5.1 Chapter 10 Industrial Development

Building setbacks

- a. Front: Minimum front set back is 9 m between the industrial building and street boundary.*
- b. Side: In accordance with the National Construction Code.*
- c. Rear: In accordance with the National Construction Code.*
- d. The setback requirements will be subject to the design of the development and the on site vehicle manoeuvrability required for each development. The specified setback area is to be kept clear and maintained in an accessible manner at all times.*

Comment – The proposed building will have a 16m setback to Enterprise Drive and a 13m setback to Hargraves Lane. Side and rear setbacks will comply with the NCC. The location of

the building on the site allows for a 19m semi-trailer to manoeuvre around the site to enter and leave in a forward direction. The proposal complies with the setback requirements.

Design

a. The external front façade of all industrial buildings fronting public roads shall be sympathetic to the local amenity and to Council's satisfaction.

Comment – The subject land is in a newly subdivided industrial estate and there is no current built form or amenity to be sympathetic to. It is considered that the facades of the building are appropriate for an industrial area. It is noted that landscaping along the site frontages and landscaping in the road reserve as required by the subdivision consent will soften the appearance of the proposed building.

b. The maximum reflectivity of any glazing shall not exceed 20%, in order to minimise any potential glare impacts.

Comment – The proposal can comply.

c. Industrial buildings located on corner allotments shall be designed to address both street frontages in terms of façade treatment and articulation of the building and the roofline form. Any building on a corner lot must incorporate architectural corner features to add visual interest to the building.

Comment – The proposed development primarily addresses Enterprise Drive with the office component in this façade. The elevation to Hargraves Lane has a large setback and will be shielded from view by landscaping and proposed external storage racks. It is considered that the proposed building is satisfactory having regard to articulation.

d. Showroom display areas, ancillary offices and other low – scale elements should be, wherever practicable, located at the front of the building and constructed of glass, decorative finished concrete or face brick materials.

Comment – The office component of the building is located to face the primary street frontage, being Enterprise Drive. While the façade materials will be colorbond, consistent with the remainder of the building, there are good sized windows and front doors facing the street to minimise the extent of colorbond in the front façade. The proposal is considered acceptable in relation to this control.

e. The main entry to the industrial building shall be easily identifiable from the road and directly accessible from the front of the building or driveway in the case of a multi-unit complex.

Comment – The main entry will be easily identifiable from the street frontage.

f. All industrial building construction shall comply with the requirements of the National Construction Code and in particular provisions for disable persons and essential fire safety measures.

Comment – The proposal will comply with the NCC and is designed for accessibility by persons with a disability and contains essential fire safety features, including a hose reel, fire extinguishers and exit signs.

g. Natural lighting must be incorporated into the design for large-scale factory or warehouse distribution buildings.

Comment – The proposal is not considered a large-scale warehouse building.

Storage areas

a. Where any storage area for raw materials or finished goods is proposed to be provided outside the confines of the building, full details of the storage area will be required for development consent.

Comment – The proposal includes storage racks external to the building. Details are provided on the site plan. The racks will be used for the storage of precut roofing iron which is delivered in packs and premanufactured roof trusses, purchased as part of the tank kits.

b. All outdoor storage areas are to be positioned at the rear or side of buildings with no storage areas being permitted within the front setback area of either the primary street frontage or any secondary street frontage.

Comment – The proposed storage racks are located between the proposed building and Hargraves Lane and therefore does not comply with this control. A variation is requested. The design of the site has needed to balance the various requirements including building setbacks, manoeuvring of heavy vehicles and provision of parking and landscaping. This has led to the only suitable location for the storage racks being along the Hargraves Road frontage. The variation is considered acceptable given the landscaping that is proposed along the Hargraves Lane frontage of the site and the landscaping in the road reserve required by the subdivision consent that will provide effective screening of the storage racks.

c. The maximum height of goods and materials stored within the storage area shall be restricted to no more than the height of the screening structure. However, Council may permit a variation from this requirement where Council is of the opinion, that:

i. the location and overall height of the goods and materials will not pose any adverse overshadowing, amenity or visual impact upon any adjoining sensitive land use such as residential development or

ii. the siting and overall height of the goods and materials will not pose any adverse amenity impact upon the public domain or upon streetscape in the immediate locality.

Comment – The proposed storage racks will be a maximum of 3m high, well below the height of the proposed building. Landscaping along the Hargraves Lane frontage will be of trees up to 7m high and shrubs of up to 3m high. This landscaping, in addition to the landscaping in the road reserve required by the subdivision consent, will provide adequate screening of the storage structures.

Landscaping requirements

a. Landscaping may be integrated with the overall development and should be used to improve the streetscape appearance of industrial development and associated car parking and loading areas.

Comment – Landscaping strips of 1.5m wide are proposed along the Enterprise Drive and Hargraves Lane frontages. These will be planted with a range of native shrubs and trees.

Car parking

a. All car parking required by Council shall be provided 100% on-site.

Comment – Proposed car parking spaces are located on site.

b. All developments shall provide a minimum of one (1) disabled car parking space which is clearly marked and located in close proximity to the main entrance to the building. For developments involving 50 or more car parking spaces, at least 2% or part thereof of these spaces shall be dedicated as disabled car parking spaces and located in close proximity to the main entrance to the building.

Comment – One accessible space is proposed to be provided in close proximity to the building entrance.

c. All car parking areas including access roadways shall be constructed of hard-standing, all weather material with parking bays and manoeuvring areas clearly line marked.

Comment – The car parking and driveway areas will be surfaced with compacted road base. This is considered a suitable all weather surface for the proposed use.

Access and manoeuvring requirements

a. Each factory building / unit shall provide a suitable loading bay facility which is designed to accommodate a large rigid truck. However, buildings with a gross floor area of greater than 3,000 square metres shall provide loading dock facilities and manoeuvring areas capable of accommodating both semi-trailers and large rigid trucks.

Comment – The proposed development provides suitable loading facilities for a large rigid truck. The building is less than 3,000m² in size.

b. All loading and unloading activities shall take place wholly within the loading bay, at all times. No loading or unloading activity shall take place within any car parking area, landscaping area, pedestrian footway or any road reserve.

Comment – Loading and unloading activities will take place within the proposed building and the external storage rack area. No loading or unloading will occur in the car parking areas, landscaping areas or on the road reserve.

c. All loading dock facilities must guarantee satisfactory on-site manoeuvring areas for trucks in accordance with the Australian Standard AS 2890.2 Design Vehicular and Turning templates.

Comment – The development has been designed to ensure 19m semi-trailers can manoeuvre on site. However, the largest vehicle likely to use the site is a heavy rigid truck. The rear loading dock will be accessible by large rigid trucks.

d. All developments must be designed to ensure that the standard truck for each building / unit is able to complete a semi-circular turn on the site, in order to guarantee that all truck movements into / from the site are in a forward direction.

Comment – The development has been designed to ensure 19m semi-trailers can manoeuvre on site to ensure all vehicles can enter and leave the site in a forward direction.

e. Truck turning circles shall not encroach upon any building, car parking space or landscaped area.

Comment – The site plan demonstrates that the proposal complies with this requirement.

f. As per the provisions of C2.4 of the National Construction Code, emergency vehicular access must be provided from a public road. In this respect, the internal access road must have an unobstructed 6 metre width with no part of the building being more than 18 metres away from the access road. The minimum 6 metre wide access road shall be reserved for vehicular and pedestrian access only and not built upon or used for any other purpose.

Comment – The proposal complies with this requirement with more than 6m clearance around the whole building.

Motor vehicle repair workshops

Comment - Not applicable to the proposed development.

Fencing

a. All fencing in industrial developments shall be constructed open style metal type fencing with a maximum 2.4 metre height.

b. The use of chain wire fencing on the front property boundary is not encouraged.

c. All front entry gates shall be constructed to swing inwards into the site or slide across the frontage, at all times.

Comment – The proposal complies with this requirement with chain mesh fencing proposed to side and rear boundaries, but not to the primary street frontage. Entry gates will be sliding gates.

Industrial development adjoining a residential development

a. The emission of any form of pollutant, including noise and vibration, air, water, dust or odour pollution, is not to affect the amenity of adjoining land/s.

Comment – While the proposal seeks 24 hour, 7 day operation, this is only to facilitate the occasional late delivery of products. Given the site is located on a heavy vehicle route, bypassing Gilgandra town, the movement of heavy vehicles at all hours is already a feature of the locality. It is considered that the occasional late delivery of products to the site will not significantly change the existing ambient noise levels in the locality and will not be noticeable to nearby residents. It is also noted that a colorbond fence is located along the boundary of the nearest residence to the site. The operation of the proposed development will not cause air, water, dust or odour pollution.

b. Sources of noise, where practicable, should be sited away from adjoining properties and where necessary, be screened by acoustic treatments.

Comment – As noted above, a colorbond fence exists along the boundary of the nearest residence to the site. This fence will provide adequate acoustic treatment for any noise generated from the occasional late night delivery of product and no additional acoustic treatment is warranted.

c. The proposed development shall not unreasonably cause overshadowing of adjoining properties.

Comment – The proposed development will not overshadow adjoining properties with large setbacks to all site boundaries.

d. The appearance of the development from adjoining land shall have regard to these areas. It is advised that long blank walls which may adversely affect adjoining land/s will not be favoured.

Comment – The only blank façade is to the eastern elevation which will at some point be develop for industrial purposes. The proposal is considered acceptable in this regard.

e. The development is not to incorporate the use of highly reflective building materials such as zincalume, aluminium and galvanised iron.

Comment – The proposed building material is colorbond which is not highly reflective.

f. Light sources shall be directed away from adjoining residential properties.

Comment – The proposal can comply with this requirement.

Retailing in industrial areas

Comment - Not applicable to the proposed development.

Lighting

Comment - Not applicable to the proposed development.

Noise and vibration

Comment – As noted above, while the proposal seeks 24 hour, 7 day operation, this is only to facilitate the occasional late delivery of products. Given the site is located on a heavy vehicle route, bypassing Gilgandra town, the movement of heavy vehicles at all hours is already a feature of the locality. It is considered that the occasional late delivery of products to the site will not significantly change the existing ambient noise levels in the locality and will not be

noticeable to nearby residents. It is also noted that a colorbond fence is located along the boundary of the nearest residence to the site. No manufacturing of products will occur on site.

Amenity, odour and pollution control

Comment – The operation of the proposed development will not cause air, water, dust or odour pollution.

5.5.2 Chapter 14 Car Parking

For warehouse or distribution centres, the DCP requires one space per 300m². The proposed new building has an area of 529m², thereby requiring 2 spaces. Four spaces are proposed to be provided, with one being an accessible space. The proposal complies.

5.5.3 Chapter 21 – Environmental Hazards

Flooding

Comment – The site is not known to be flood prone.

Land Contamination

Comment – The subject land has been approved and developed for an industrial subdivision, demonstrating that Council is satisfied that the land is suitable for industrial development. There are no known previous uses of the site of a kind identified in the Contaminated Land Planning Guidelines as potentially contaminating uses. It is therefore considered that no further contamination assessment is warranted as part of this development application.

Bushfire Hazard

Comment – The subject land is partly mapped as bushfire prone. The proposed development can comply with Planning for Bushfire Protection through the provision of safe access for fire-fighting vehicles, provision of water, including a fire hydrant and water within the display tank. No hazardous materials will be stored on site.

5.5.4 Chapter 22 – Waste Minimisation and Management

Comment – The development will generate waste as a result of the following:

- Construction of the development
- Operation of the proposed use.

Construction waste will be minimised and managed on site and disposed of by way of Council's waste management facilities. Erosion and sediment control measures will be implemented during construction to avoid external impacts.

The development will be connected to reticulated sewer to ensure waste from the operation of the development is appropriately treated off site.

Given the proposed use is for storage of products with no manufacturing or assembly on site, there is minimal waste likely to be generated from the use, other than potentially from product packaging. There are several areas of the site suitable for the location for waste bins if required.

5.5.5 Section 24 Utility Services, Water and Roads

Comment – The site is already connected to all essential utilities. The proposed building can be connected to those utilities.

5.5.6 Section 25 Erosion and Sediment Controls

Comment – An erosion and sediment control plan has been submitted with the development application.

5.5.7 Section 26 Stormwater Management

Comment – All roof water will be directed to the display water tank with overflow to the table drain in Hargraves Lane. Overflow will be minimised through on-site re-use of tank water in plumbing and landscaping. With compacted road base proposed for external areas, some infiltration of stormwater will occur on site, however much of the surface area will drain to Hargraves Lane and/or the drainage reserve to the south of the site.

6 CONCLUSION

This Statement of Environmental Effects (SEE) supports a development application for construction of an industrial building for use as a warehouse by North West Tanks at 7 Enterprise Drive, Gilgandra (Lot 103 DP 1209112).

The subject land is zoned E4 General Industrial and contains two refrigerated shipping containers, used as temporary storage of game meats. These will be removed from the site.

The purpose of the new development is defined as “warehouse or distribution centre”, which is permitted with consent in the E4 zone.

The development is not “State significant development”, “regionally significant development”, or “designated development”. The development is not “integrated development” or “nominated integrated development”.

The development is sited, designed and will be managed to avoid adverse environmental impacts. There are no known contamination issues with the site.

The development will increase traffic movements to and within the site, however adequate parking is to be provided on site and all vehicles up to a 19m semi-trailer will be able to enter and leave the site in a forward direction.

The proposal will have social and economic benefits to the community. The development is permissible with consent and is consistent with all relevant legislation and policy. There is no impediment to the granting of development consent subject to conditions.

