

# Statement of Environmental Effects

Church Street Balranald

October 2023

environmental, planning & development consultants

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## Introduction

Development approval is sought for the development of temporary communal facilities and the construction of a car park associated with an existing accommodation facility.

Development consent for the existing accommodation facility was issued on 22 August 2018 (DA49/2018) with modification consent to allow the accommodation facility to remain on a permanent basis issued 30 November 2022. The original consent allowed for 100 residential buildings and associated facilities to accommodate a total of 400 people.

The proposal of additional temporary communal facilities and an additional car park will allow the accommodation facility to be utilised by separate organisations to provide respective accommodation and facilities for their workers with no increase in the number of individuals to be accommodated. There will be no increase in the number of residential buildings.

The accommodation facility is currently occupied solely by workers on the TransGrid EnergyConnect project. Additional facilities are required on a short-term basis to enable the accommodation provision to be extended to workers engaged by Iluka Resources mining company. The contract with the TransGrid project contractor extends until June 2024 with the integration of the facility to occur shortly after. In the future, the integrated facility will continue to provide accommodation to cater for the significant infrastructure, agricultural, renewable energy and other projects occurring and proposed in the region.

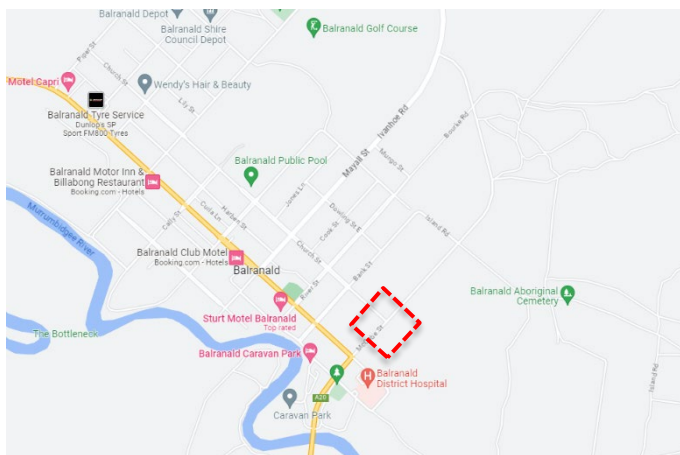
The design and layout of the proposal has been developed to consider the context of the site and locality, abutting land use and development along with the existing development and the demonstrated need for the additional facilities. Particular attention has been given to the siting and setback of the buildings from boundaries and streets to ensure an appropriate design response has been provided. Consideration has also been given to the location and design of the car park in relation to the existing vehicle access to the land.

Internally, the proposal will include typical communal facilities to support the existing lodging rooms including laundry, gym, recreation room and kitchen/dining areas. The additional buildings are to be located on-site on a temporary basis with removal expected to occur at the end of 2024. The proposal includes an additional bus pick up area and car parking for 78 vehicles. The bus pick up and car parking area are intended as permanent additions and will cater for overflow car parking upon the re-integration of the facility.

The land subject to the application is included in Zone RU5 Village. The land has an area of 4ha with frontages to Church, Bank and McCabe Street and is situated approximately 500m east of the retail area of Balranald. The adjoining land to the west and north-west is generally development for residential purposes. Land to the south-west is used for a concrete plant, transport depot and warehousing. The balance of adjoining land is vacant.

All infrastructure required to support the additional facilities is available onsite having been investigated, designed, and constructed under the previous approvals.

The development has been considered against the requirements of the Balranald LEP, State Environmental Planning Policy (SEPP) and the matters identified in the pre-application discussions held with Council officers and authorities. The proposal is consistent with the discussions undertaken and the requirements of the guiding statutory documents.



**Figure 1** Locality plan





## Who are QCV?

QCV is a joint venture operation which unites two companies who are industry leaders in their fields – Qantac Villages and Harvey Norman Holdings Ltd.

### Qantac Villages

Privately held; Managing Director: Graham Cleary  
Industry leader with over 1200-person accommodation facilities currently in operation; Qantac has developed a strong reputation over the last 30 years as a company that can rapidly meet any accommodation requirements on time and on budget.



### Harvey Norman Holdings Ltd

Publicly listed on the Australian Stock Exchange; Owns and manages property assets >\$2bn across Australia and internationally.



Each company individually brings management expertise, industry knowledge and strength to QCV. This enables QCV to internally develop, finance, build, own and or operate accommodation facilities across Australia.

Currently QCV operates accommodation facilities totalling 3,200 persons across multiple locations throughout Queensland. This is expected to grow within the next 24 months.

QCV's Sarina Village is its largest facility and accommodates up to 600 people. The village has been established within a golf course environment on the periphery of the township of Sarina.



*Figure 2 QCV's Sarina Village*

# Proposal

Development consent is sought for the following:

- ♦ Installation of five temporary communal facilities buildings to be located on-site until the end of 2024;
- ♦ Construction of car park including bus bay;
- ♦ Site signage.

The following elements have previously been undertaken on the land in association with the existing accommodation facility:

- ♦ Site preparation works including earthworks;
- ♦ Augmentation of infrastructure and services including stormwater, sewer and electricity;
- ♦ Construction of internal roads, footpaths, and car park;
- ♦ Establishment of accommodation and support buildings;
- ♦ Landscaping works; and
- ♦ Vehicular entry and exit point on Church Street.

Plans of the proposed facilities buildings and car park integrated with the existing accommodation facility are included in support of this application.

The proposal aims to better equip the existing accommodation facility to allow multiple organisations to utilise the established development on a short-term basis and avoid the need for additional facilities elsewhere with the potential to impact upon other areas.

The removal of the additional facilities buildings is expected to occur at the end of 2024. At this time, the facility will be re-integrated. The additional car park is to remain on-site and cater for overflow car parking upon re-integration of the facility.

The proposed development is limited to the western quadrant of the site and has been sited to minimise visual impacts from surrounding areas.

The land has been provided with reticulated services in the form of potable water, sewage and stormwater.

Potable water is delivered in a manner that has no net impact upon the existing town service by using 10 x 22,000 litre onsite storage tanks. Stormwater is treated through vegetated swales from the site to the lowest area at the southern portion of the land where there is an outfall under McCabe Street.



**Figure 3** Image of car park and communal facilities

Development statistics	
Site area	4ha
Number of laundry buildings	2
Car parking spaces	78
Bus parking bays	1
Communal kitchen/dining	1
Recreation room	1
Gym	1
Site signage	1

**Table 1** Summary of development statistics

## Site preparation

Given the existing accommodation facility and associated infrastructure, only minor earthworks will be required to facilitate the proposed development. The minor earthworks will be limited to ensuring suitable landform. No importation of fill is required other than conventional



backfill materials and road pavement construction materials. Off-site disposal of fill will not be required.

### Site layout

Plans of the proposed development are included in support of the application. The site layout provides for the following:

- ◆ Direct access to Church Street via existing crossover;
- ◆ Car parking with direct access in proximity to the existing car park and setback 55m from Bank Street.
- ◆ Temporary common facilities and recreational buildings located within an extension of the existing footprint and setback 20m from Bank Street.
- ◆ Existing fencing is to be reoriented to better align with the portioning of the accommodation.

Site landscaping will be commensurate with the nature of the proposal. This has been determined based upon the growing conditions and climate of Balranald.

### Vehicular access and car parking

The proposed layout utilises the existing access from Church Street to minimise additional traffic impacts. An additional driveway will lead occupants to the proposed car park ensuring separation of occupants as contractually required.

An assessment of traffic related issues was undertaken during the approval of the existing accommodation facility with no noticeable impacts on the wider network expected. As no additional access point is required and the number of people able to be accommodated is not increasing as a result of this proposal, no additional traffic impacts are anticipated.

### Stormwater management

Stormwater infrastructure has been constructed within the existing facility and comprise a series of swales to the low point at the southern corner of the land (McCabe and Church Streets). The stormwater is then directed through an existing 400mm pipe under McCabe Street. This pipe has a non-return valve on the southern side of McCabe Street which prevents water from flow back through the pipe at times of flood which protected the site in the 2022 floods from inundation.

### Waste management

Any construction related waste is to be reused, reduced or recycled, where possible and disposed of off-site at appropriate licensed waste facilities. A commercial waste vehicle will attend the site to remove waste on a daily basis.

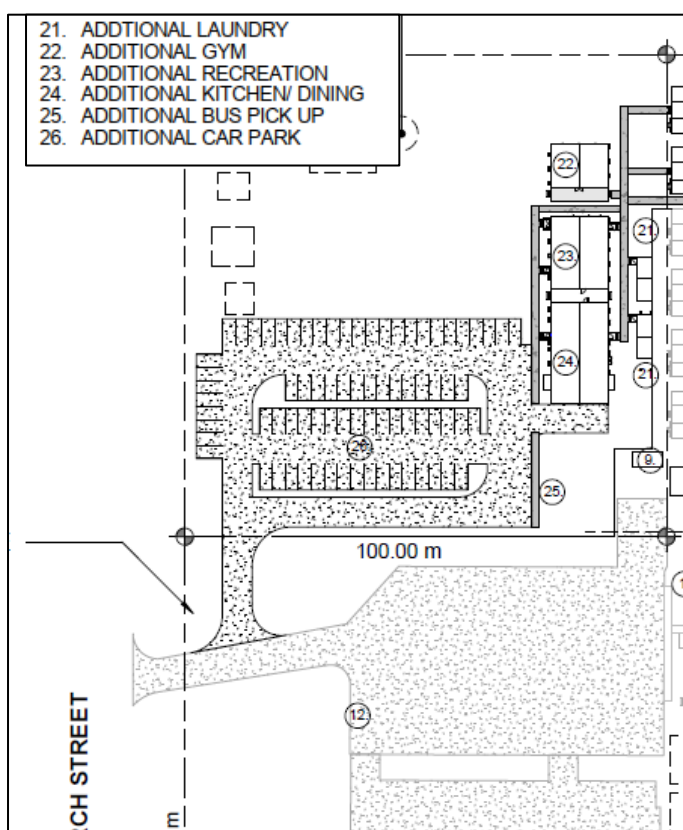


Figure 4 Site layout

### Landscaping

Additional landscaping will be provided to integrate the additional car park and buildings with the existing facility.

## Statutory process

The statutory process under the Environmental Planning and Assessment Act, 1979 requires an evaluation in accordance with the provisions of Section 4.15. The matters for consideration include:

- ♦ The provisions of:
  - ♦ any environmental planning instrument,
  - ♦ any proposed instrument that is or has been the subject of public consultation under this Act and that has been notified to the consent authority (unless the Planning Secretary has notified the consent authority that the making of the proposed instrument has been deferred indefinitely or has not been approved),
  - ♦ any development control plan,
  - ♦ any planning agreement that has been entered into under section 7.4, or any draft planning agreement that a developer has offered to enter into under section 7.4,
  - ♦ the regulations (to the extent that they prescribe matters for the purposes of this paragraph),
 that apply to the land to which the development application relates,
- ♦ the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality,
- ♦ the suitability of the site for the development,
- ♦ any submissions made in accordance with this Act or the regulations, and
- ♦ the public interest.

This Statement of Environmental Effects (SEE) provides an assessment of the proposal under Section 4.15 of the Environmental Planning and Assessment Act, 1979.

## Definition

Tourist and accommodation facility

*a building or place that provides temporary or short-term accommodation on a commercial basis, and includes any of the following:*

- (a) *backpackers' accommodation,*
  - (b) *bed and breakfast accommodation,*
  - (c) *farm stay accommodation,*
  - (d) *hotel or motel accommodation,*
  - (e) *serviced apartments,*
- but does not include:*
- (f) *camping grounds, or*
  - (g) *villages, or*
  - (h) *eco-tourist facilities.*

## Zoning

The land is contained within zone RU5 Village.



**Figure 5 Zone map**

Figure source NSW Planning Portal

The objective of Zone RU5 is as follows:

- ♦ *To provide for a range of land uses, services and facilities that are associated with a rural village.*
- ♦ *To define the town boundaries of Balranald, Euston and Kyalite.*
- ♦ *To encourage and provide opportunities for population and local employment growth.*
- ♦ *To ensure development maintains and contributes to the character of the zone.*
- ♦ *To protect the amenity of residents.*
- ♦ *To ensure that development does not create unreasonable or uneconomic demands for the provision or extension of services.*
- ♦ *To retain and facilitate expansion and redevelopment of the existing central business districts of the townships of Balranald and Euston and to further strengthen the core retail functions of those areas.*

A Tourist and accommodation facility is permitted with consent within the zone.

## Local Environmental Plan

The land is subject to the controls of the Balranald LEP 2010. The relevant clauses under the LEP are 6.2 – Groundwater vulnerability, 6.3 – Public utility infrastructure availability in Zone RU5 Village, and 6.7 - Earthworks.

### Clause 6.2 Riparian land, waterways and Groundwater vulnerability

- (1) *The objectives of this clause are as follows:*
- (a) *to manage and maintain the integrity of identified riparian land and waterways, including protecting water quality within waterways,*
  - (b) *to manage and maintain the hydrological functions of key groundwater systems and to protect vulnerable groundwater resources from contamination as a result of inappropriate development.*

### Clause 6.3 Public utility infrastructure availability in Zone RU5

- (1) *This clause applies to land in Zone RU5 Village.*
- (2) *Before determining a development application, the consent authority must be satisfied that any public utility infrastructure that is essential for the proposed development is available or that adequate arrangements have been made to make that infrastructure available when required.*
- (3) *This clause does not apply to development for the purpose of providing, extending, augmenting, maintaining or repairing a public utility infrastructure.*
- (4) *In this clause, public utility infrastructure includes any of the following:*
  - (a) *the supply of water,*
  - (b) *the supply of electricity,*
  - (c) *the disposal and management of sewage,*
  - (d) *suitable road access.*

### Clause 6.7 Earthworks

- (1) *The objectives of this clause are as follows:*
  - (a) *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,*
  - (b) *to allow earthworks of a minor nature without separate development consent.*
- (2) *Development consent is required for earthworks unless:*
  - (a) *the work does not alter the ground level (existing) by more than 600 millimetres, or*
  - (b) *the work is exempt development under this Plan or another applicable environmental planning instrument, or*
  - (c) *the work is ancillary to other development for which development consent has been given.*



(3) 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) proximity to and potential for adverse impacts on any watercourse, drinking water catchment or environmentally sensitive area.

## Mapping

The land is affected by the following mapping; Ground water vulnerability, minimum lot size, and wetlands. No subdivision is proposed therefore the minimum lot size mapping is not relevant.



**Figure 6** Groundwater vulnerability mapping



**Figure 7** Minimum lot size mapping



**Figure 8** Wetlands mapping

## Development Control Plan

Not applicable.

## State Environmental Planning Policies

There are three State Environmental Planning Policies (SEPP's) relevant to this proposal. The SEPP's and their relevant aims, objectives etc. are:

## SEPP- Transport and Infrastructure

The aim of the Chapter 2 Infrastructure is to facilitate the effective delivery of infrastructure across the State by:

- (a) *improving regulatory certainty and efficiency through a consistent planning regime for infrastructure and the provision of services, and*
- (b) *providing greater flexibility in the location of infrastructure and service facilities, and*
- (c) *allowing for the efficient development, redevelopment or disposal of surplus government owned land, and*
- (d) *identifying the environmental assessment category into which different types of infrastructure and services development fall (including identifying certain development of minimal environmental impact as exempt development), and*
- (e) *identifying matters to be considered in the assessment of development adjacent to particular types of infrastructure development, and*
- (f) *providing for consultation with relevant public authorities about certain development during the assessment process or prior to development commencing, and*
- (g) *providing opportunities for infrastructure to demonstrate good design outcomes.*

## SEPP – Resilience and Hazards

The object of Chapter 4 Remediation of land is:

- (1) *The objective of this chapter is to provide for a State-wide planning approach to the remediation of contaminated land.*
- (2) *In particular, this chapter aims to promote the remediation of contaminated land for the purpose of reducing the risk of harm to human health or any other aspect of the environment:*
  - (a) *by specifying when consent is required, and when it is not required, for a remediation work, and*
  - (b) *by specifying certain considerations that are relevant in rezoning land and in determining development applications in general and development applications for consent to carry out a remediation work in particular, and*
  - (c) *by requiring that a remediation work meet certain standards and notification requirements.*

## SEPP – Industry and Employment

The aim of Chapter 3 Advertising and signage are:

- 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, and*
  - b) *(b to regulate signage (but not content) under Part 4 of the Act, and*
  - c) *to provide time-limited consents for the display of certain advertisements, and*
  - d) *to regulate the display of advertisements in transport corridors, and*
  - e) *to ensure that public benefits may be derived from advertising in and adjacent to transport corridors.*
- (2) *This Policy does not regulate the content of signage and does not require consent for a change in the content of signage.*

## Draft Environmental Planning Instruments

From a review of the Parliamentary Counsel's website and a review of the New South Wales Government websites including planning circulars and guidelines there is no evidence of any draft SEPP's that are relevant to the proposal.

Accordingly, there is no evidence of any draft SEPP's for consideration.

No draft instruments are considered relevant in the assessment of this proposal.



## Site and surrounding area

### Subject site

The subject site is partly developed for the accommodation purposes permitted through DA49/2018 which enabled the established of an accommodation facility for previous infrastructure and mining projects with subsequent modification consent allowing the accommodation facility to remain on a permanent basis.

Immediately prior to development, the land was used for agricultural activities and particularly market gardening for annual crops. The land has previously been cultivated and laser levelled to ensure an optimum configuration.

The land has an area of 4ha with a dwelling and outbuildings in the western corner, established buildings associated with the existing accommodation facility on the eastern half of the site and the existing associated car park toward the south of the site. The land has frontage to three streets being Church Street, McCabe Street and Bank Street. In addition to this McCabe Street connects to the Sturt Highway 220m to the south west of the land. The Sturt Highway is part of the National Highway system.



**Figure 9** Aerial image of the site and existing development

### Locality

The locality, whilst being in the urban area of Balranald, contains a variety of uses and is a mixed-use locality. Land to the west and north-west contains residential dwellings. Three of the dwellings have transport/earthmoving businesses associated with them which include vehicle parking and access to Bank Street. Opposite the land on Church Street is another transport depot which includes large warehousing buildings, hardstand for parking and a concrete plant. Land to the north-east and south-east are each vacant of any buildings and any significant use.

The urban centre of Balranald is approximately 500m west of the land with ready access by the local street network for pedestrians and vehicles.



**Figure 10** Aerial image of locality

## Opportunities and constraints

An assessment of the site context indicates the following opportunities and constraints:

### Development opportunities

- ♦ Large land area with predominantly non-residential interfaces
- ♦ Frontage to three local streets
- ♦ Excellent connectivity to the Sturt Highway which carries a large amount of traffic
- ♦ Abuttal to non-residential uses where existing vehicle access is located
- ♦ All reticulated services currently available
- ♦ Land unencumbered by remnant vegetation or other significant natural features
- ♦ Linkages to significant industry in the region being solar, mineral sands and infrastructure projects with excellent vehicle access via Church Street to McCabe Street

### Development constraints

- ♦ McCabe Street being the levee bank prevents stormwater from freely following its natural path. Relies on the existing 450mm pipe under McCabe Street which immediately abuts the southern end of the site
- ♦ Connection required to reticulated potable water will require storage on site to cater for demand through the day in order to ameliorate off site impacts
- ♦ Proximity to dwellings requires consideration in the design and layout

### Location attributes

- ♦ Industrial related uses being undertaken on the adjoining land to south-west
- ♦ Low intensity land use to the north-east and south-east where there is no development
- ♦ McCabe Street is an unofficial bypass of Balranald which therefore carries a high amount of heavy traffic

- ♦ Connectivity to Sturt Highway which is a significant road and carries a high amount of traffic

### Design response

The additional development of the land contains the following elements that are considered important to its philosophy and relationship to the highway:

- ♦ Commitment to drive in, drive out for residents of the facility which will result in minimal vehicle movements to and from the site each day for workers attending to their respective sites
- ♦ Provision of additional bus parking on site for pick up and drop off facilities
- ♦ Siting of additional facilities are extended from existing development to minimise visual impact
- ♦ Setback from the Bank Street frontage with existing vegetation providing visual buffer
- ♦ Utilisation of existing access at Church Street which has an industrial abuttal and few other access points
- ♦ Consideration of worker demand locations and ready access to Sturt Highway
- ♦ Car parking being provided adjacent to existing car park and to the frontage of Church Street which minimises vehicle movement on the site and associated off site impacts
- ♦ Low built form which benefits from the natural levels of the site that drops away from Bank Street towards McCabe Street resulting in lesser visual impact
- ♦ Existence of reticulated services

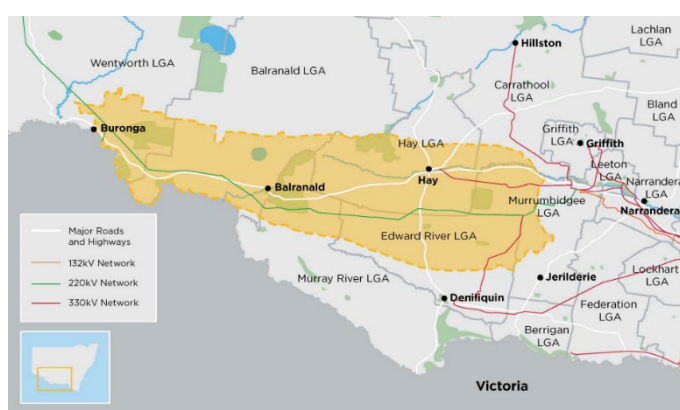
### State Significant Development in Balranald

Further to the assessment of opportunities and constraints of the site, at a regional level there are currently proposals for significant approved development to be undertaken in Balranald and its immediate surrounds. The accommodation facility leverages off the nearby developments in a boon for the community and ensures a key ingredient to the likelihood of further developments being undertaken.

To have an established and expanded accommodation facility in Balranald is a major advantage to the developers of other large scale projects for solar, mineral sands and infrastructure which ensures Balranald remains at the forefront of supporting such projects.

The state significant developments include:

- ◆ Iluka mineral sands mine - \$124.8m
- ◆ Tronnox mineral sands mine - \$197.7m
- ◆ Keri Renewable Energy Project - \$1.8b



**Figure 11** South-west Renewable Energy Zone

Source: [www.energyco.nsw.gov.au](http://www.energyco.nsw.gov.au)



## Planning assessment

### RU5 objectives

As detailed previously an accommodation facility is permitted with consent within the RU5. In response to the objectives of the zone the following is offered.

The proposed development is located on land already developed with an accommodation facility and adjoins existing urban development whilst being located on the urban periphery of Balranald. The proposal further contributes to the protection of the adjoining land and any likely sensitive uses. The proposed buildings are located back from the street frontages with greater setbacks than the previously approved buildings. The retention of vegetation to the Bank Street façade and the opportunity for additional landscaping to be established minimises visual amenity from surrounding properties and the public realm.

The character of the locality is impacted upon by its location on the periphery of the urban area of Balranald. The land uses within the area are mixed reflective of the nature of zone RU5 which enables a great breadth of uses as opposed to providing a zone hierarchy for defined land uses that better reflect their offsite amenity impacts.

A specific objective of the zone is to provide opportunities for population and employment growth. The extension of the accommodation facility is directly attributed to the demand for employment within the immediate and nearby area of Balranald. The projects being undertaken generate significant demand for employees. The capacity to provide the resources for the developments to be undertaken will rely on the availability of accommodation that is fit for purpose. The extension of the existing facility allows utilisation by multiple organisations while minimising potential conflicts between residents of the facility.

The additional development of the land will not hinder the further potential development of the adjoining land. The development is potentially giving the ability for the adjoining land, included in zone RU5, to be developed through the reticulated services that have been extended.

Such development reflects the mapping of the LEP and objectives of the zone.

There is unlikely to be a significant increase on the existing demand for services to the land which were addressed in previous approvals through the provision of reticulated sewer and potable water ensuring continued sustainable land practices.

The existing accommodation facility and proposed extension is also protected by the McCabe Street town levee which protects the township of Balranald from flood at times of high river events.

### Balranald LEP

#### Clause 6.2 Groundwater vulnerability

The land and the additional development being undertaken is well setback from the Murrumbidgee River and its significant environs. The land where the development is proposed is highly modified through its long standing non-riverine use. The main potential impacts on the river relate to stormwater leaving the site and its quality. Stormwater is currently filtered naturally through the vegetated swales within the site with further filtration occurring on the east side of the McCabe Street levee by native grasses.

With the grey and black water being directed to the reticulated sewer system significant risks have been eliminated for the migration of such waste to the Murrumbidgee River.

#### Clause 6.3 Public utility infrastructure availability in Zone RU5

In response to the requirements of the clause in relation to the connection of services the table below provides a summary of the services connected to the land and the utilisation by the additional buildings:

Service Type	Provided/connected
Water	<p>Potable water has been provided to the land and will continue to be used for cooking and human consumption.</p> <p>Storage tanks are also present to ensure there is no impact to water provision in the immediate area.</p>
Electricity	<p>The land is connected to electricity and recent connection upgrades ensure suitability.</p> <p>A generator is also present on site in the event of power failure.</p>
Sewerage	Reticulated sewerage has been provided to the land through previous approvals.
Stormwater	Filtered stormwater is directed to the adjoining land to the east where outfall exists under McCabe Street.
Road access	<p>The land has frontage to three local streets with an existing access to Church Street to be utilized for the additional car park. Traffic will continue to be directed to McCabe Street and the Sturt Highway.</p> <p>McCabe Street will also be relied upon for access to mineral sand development. McCabe Street is an unofficial bypass of Balranald and has been built to a high standard capable of catering for large vehicles and significant vehicles per day.</p>

**Table 2** Service provision to the land

### Clause 6.7 Earthworks

Only minor earthworks will be required to accommodate the additional buildings and car park. The additional buildings being established on the land will all be relocatable and established on stumps rather than

concrete slab. This results in minimal land forming being required. The secondary benefit is when the buildings are removed that the land is readily back to its state immediately prior to the development and able to be used for its former use or that of urban development through the services which have been extended to the land.

The main extent of earthworks required will relate to that of the car parking area to ensure appropriate formation and drainage.

No other earthworks will be undertaken, and no earthworks will be undertaken beyond a depth of 600mm.

## State Environmental Planning Policy

### SEPP Transport and Infrastructure

The threshold identified within the SEPP for referral to RMS is 200 vehicles under section 91 of the Environmental Planning and Assessment Act. While an additional car park is proposed to allow the division of the accommodation, the number of residents is not being increased and therefore no significant increase in the amount of vehicle movements to that of the previous approval is anticipated.

### SEPP – Resilience and Hazards

SEPP – Remediation of land requires the consent authority to consider the potential for contamination of land. If contamination exists, Council must consider whether the site is suitable for the development as proposed in its current state or whether remediation is necessary.

In consideration of the SEPP the land in question is not considered to be in an investigation area. For the purposes of the policy. The previous use undertaken on the land of agricultural/horticultural production is referred to table 1 of the policy guidelines.

It is acknowledged that the previous use of the land for horticulture is listed in table 1 of the guidelines. The land proposed for development was used for production (growing) purpose rather than any ancillary element such as a chemical store, refueling, fuel storage etc. From an inspection of the site and review of historical aerial imagery and in consultation with the landowner there is no



evidence of contamination or activities which could give rise to contamination. Further to this the land has always been used for low intensity horticultural activities. There is no evidence of industrial activities being undertaken on the land. Previous discussions with Council have also confirmed this.

### SEPP Industry and Employment

The proposal includes minor signage at the car park entry for identification purposes and to minimize the confusion between the accommodation areas. The signage will be small and merely identify the land rather than advertise its services available. An assessment of the SEPP is provided below commensurate to the nature of the signage proposed.



Criteria	Responses
<b>Character of the area</b>  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 site includes existing development and is located within an existing urban area with a mixed-use nature. The proposed development and signage are in keeping with the character of the locality particularly given the existing development.</p> <p>There is no recognisable theme in this locality; nevertheless the proposed signage is consistent with the existing signage and those that would be expected within such a development.</p>
<b>Special areas</b>  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>There are no environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas that will be impacted by the modest signage.</p>
<b>Views and vistas</b>  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 sign will not affect any significant view corridors and no such corridors have been identified.</p> <p>There are no significant skyline or vista views or other business uses affected by the development.</p>
<b>Streetscape, setting or landscape</b>  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>The signage is of a similar scale and size to the existing signage used to identify location and provide a sense of arrival.</p> <p>The proposal will add interest to the landscape setting with a contemporary setting and structures.</p> <p>The proposal provides only a single additional sign on the site to limit any potential for visual clutter.</p> <p>The sign is set away from the buildings and will be low in its scale and form.</p> <p>No additional vegetation management will be required through the placement of the sign; this has been taken into account in the design of the facility and the lack of vegetation at the site in this location.</p>

### Site and building

Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located?

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?

The proposed sign is appropriate having regard to the extensive street frontage, scale of the development and need for identification of the site.

The sign suits the form and function of the development and does not detract from any features of the site.

The proposed sign is conventional and suited to the function of the development and would be expected for any residential estate for identification purposes.

### Associated devices and logos with advertisements and advertising structures

Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?

The sign has no special safety or lighting devices or external logos; the sign will be subject to structural engineering requirements.

### Illumination

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?

No illumination of the sign is proposed.

### Safety

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?

The proposed development will be setback from the road and is not expected to impact on public safety of the local roads. The sign is provided to ensure suitable identification of the section of the accommodation for vehicles to preparing to access the facility.

The proposal is expected to have a neutral impact upon cyclists.

The proposal maintains sight lines to the public areas within the accommodation village.

**Table 3** Assessment of SEPP 64 criteria

## Environmental assessment

### Natural environment

The natural environment of the subject land has been significantly altered as a result of the previous farming activities undertaken on the land and the existing development. The proposed development will occupy a cleared site which is a relatively level. The main potential impacts in relation to the natural environment are the potential to impact upon the stormwater outfall to the adjoining land. Vegetated swales currently exist which act as a filter to deliver a net benefit in relation to stormwater quality based upon the lack of current treatment from the site.

The proposal is expected to have a neutral impact in terms of the natural environment.

### Built environment

The issues in relation to the built environment relate to the potential land use conflicts, urban design impacts and the traffic and parking impacts. These issues are addressed below under the respective headings.

**Land use conflicts:** Given the existing accommodation facility, limited additional land use conflicts are anticipated. As the number of residents is not increasing, no increase to noise levels is expected. The additional buildings are well setback from boundaries with no additional light spill to nearby properties expected. With no additional residents to the previous approval, no additional impacts by traffic generation is anticipated.

**Urban design impacts:** The proposal has been designed to provide a positive urban design impact in this mixed-use locality. As stated above, the adjoining land is developed for a transport depot.

**Surveillance:** open areas and public areas are orientated towards the recreation areas to ensure a high level of surveillance within the development. CCTV is also used to help with surveillance. It being noted that the facility is in operation 7 days a week, 24 hours a day.

**Territorial Reinforcement:** the built form and car park design define the private and public realms of the site.

The car park itself has roads designed for vehicles to travel slowly whereby the additional built form areas will be pedestrian friendly.

**Space Management:** design and the nature of the use will help reduce any graffiti opportunity. Wall treatments are designed to avoid hides, the activity and guests on site will also ensure internal passive surveillance.

**Access Control:** designated access and channeling with separation of pedestrians and vehicles by a designated entry/ exit point and safe circulation areas. Vehicle entry from Church Street is the main designated vehicle area with the remaining roads being pedestrian friendly.

**Health and Wellbeing:** relaxation and recreation space is provided in the passive and active recreation areas of the proposal and the existing development. Limited recreation will be available to the occupants of the development given their employment commitments and rostering. Community involvement of occupants will result and based upon experience they will join activities such as the football club.

**Traffic and Parking;** The previous TIA supporting the previous approval demonstrates that the facility can operate efficiently without any significant adverse impacts on Church Street and the Sturt Highway.

### Socio economic impacts

The site of the accommodation facility is close to the main retail area of Balranald to maximise the economic benefits to the township and ensure occupants have access to community services and retail facilities/entertainment.

The continued provision of a diverse, dynamic and sizable accommodation facility provides a much-needed service for the township of Balranald and the demand for employment in the identified state significant development along with other opportunities through large scale development.

## Other considerations

### Storage

Whilst outdoor storage is not a requirement of the proposed use such area is available on the site. Storage for refuse and linen has been incorporated within the proposed buildings.

### Fencing

Existing fencing provides a perimeter to the site and also serves to provide security and screen the existing development. Some additional internal fencing will be aligned to segregate to accommodation facility for multiple users.

### Landscaping

The site provides extensive opportunity for landscaping to benefit both the development and the surrounding area.

### Car parking

While no increase in the numbers of people that can be accommodated is proposed, an additional car park has been provided to minimise conflict between the facility users. The additional car parking ensures that there is ample parking and ample bus manoeuvrability with limited conflict potential.

### Vehicle movement

Manoeuvring of vehicles is available within the proposed car park which has been designed according to the relevant standards.

### Economic benefits

The proposal will contribute to the continued provision of accommodation for employees involved in the construction of large scale infrastructure projects which have been mooted for the region. This is partly through the identification of the renewable energy zone. There will be continued opportunity for involvement in the operation of the facility with further local supply agreements required to continuously supply goods to the facility.

The existing development increases the immediate supply of accommodation to the Balranald market to

accommodate the influx of people associated with large infrastructure and mining works. The facility is not aimed at competing with existing motel operators.

It is expected that there will continue to be a multiplier effect generated attracting additional staff from the construction and operational phases of all projects with support industries and contractors requiring significant accommodation needs. Higher level employees (managers, consultants etc) are not accommodated in the facility. Rather they will rely on the existing stock of motel rooms available in Balranald.

Local trades will continue to be sourced for the erection of the buildings and any additional service connections such as plumbers, fitters, electricians and general labourers.

Additional employment of local staff for the increase in management, maintenance, cleaning, cooking and washing will create additional fulltime, part time and casual employment opportunities in the Balranald district. The supply of additional materials and food products shall be sourced locally when available through a tender process including but not limited to meats, vegetables, and fruit. Other consumables shall be procured through local suppliers to ensure that economic stimulus is provided directly to the local economy.

Further economic discussion, in summary;

- i) The employment of locals promotes both a positive image for the township and allows funds to be retained within Balranald.
- ii) The imposition of such a facility, reinforces that businesses are optimistic in outlaying substantial investments in small communities located within the Balranald Shire.
- iii) Investments of this magnitude within the shire instigate a positive 'flow on effect' in both construction costs and on-going employment of staff and sourcing of local materials.
- iv) The proposal may instigate the use of subsidiary employment upon a contractual arrangement of local business to cover any localised demands and corporate business contracts for materials.



- v) Local demand pressures currently being experienced needs to be stemmed to ensure housing, rental and accommodation affordability.
- vi) Accommodation supplies need to be further increased to ensure retention of current and proposed project operations and to ensure that members of the public are assured of a place of accommodation.

### Orderly development

The proposal continues the development of the land in an orderly manner with a cohesive layout, harmonious materials, appropriate scale and appropriate setbacks from boundaries.

### Heritage

The land is not identified as a heritage item in the LEP. Within the LEP, a review of the heritage items reveals that adjoining allotments are not classed as items of heritage value. Therefore, it is considered that the proposal will not impact on any adjoining heritage items.

According to the Office of Environment and Heritage website there is no identified aboriginal relics or aboriginal heritage items located on the property. If any items are found in construction, construction works shall cease, and the Department shall be notified.

As the development is not listed as a heritage item no specific heritage study is required to be submitted as part of this development application.

### Waste

There will be two types of waste generated because of the construction and operational phases of the development; putrescible and non-putrescible wastes. Solid waste generated by the development will be either commercially recycled or transported to the Balranald landfill by commercial contractor for disposal. Landfill waste disposal will be minimised through onsite management practices to promote recycling including recycling collection stations being provided around the site.

Commercial bins will be screened from the view of the public and shall be regularly cleaned to prevent odour.

The location of the bins shall also enable easy access by contractors to minimise noise issues to both the occupants of the development and adjoining land uses.

A waste management plan will be established. The plan will identify the amount of waste that will be generated during the operational phase of the development and how this will be appropriately managed under contract to a local waste disposal provider. Within the waste created it is expected that the majority will be recycled with the remainder being transferred to landfill.

Waste generated as part of the construction phase will be minimal in terms of most of the construction will take place off site.

### Noise and vibration

During the construction phase of the development, it is expected that machinery and plant will be operated which will generate noise. Should the application be approved, conditions are expected to be imposed on the development to minimise or control construction noise in accordance with the New South Wales Industrial Noise Policy (INP). The proximity of the site will by default reduce the impact of noise on adjoining residential properties. Likely conditions are expected to outline time restrictions for works on a weekday and weekends. These time restrictions will prevent works from being carried out outside these hours to protect the amenity of the area and adjoining properties.

Vibration may occur from the operation of plant and excavation of ground materials however due to the size of the allotment and the small scale of the development relatively, it is not expected that vibration will transpire onto adjoining lands.

Operational noise shall be limited through two separate means; Firstly, the imposition of the Industrial Noise Policy (INP) and secondly using on-site noise management plans imposed by the proponent and the design and layout of the operation. Noise screening has been imposed through the location of building modules.

The setbacks adopted shall also aid in the restriction of noise emissions. Car parks and trafficable areas have also been located away from sensitive areas to prevent

the intrusion of noise associated with vehicles and entrance and egress of the occupants of the facility.

### Social impacts

The nature of the proposal does not include an increase in the number of residents but rather the provision of additional facilities to better isolate different organisations utilising the accommodation.

The proposal is not anticipated to create any additional negative social impacts but rather build upon existing positive impacts such as employment generation and community engagement by residents.

### Other matters

The following is offered in response to the support for the proposal:

- ♦ The additional facilities will increase the level of amenity for its patrons by including important design elements (ease of access, separation between buildings, landscaping recreational opportunities etc) all of which will be maintained following the development.
- ♦ The proposal has been planned to ensure it is undertaken in a manner that will not impact upon the adjoining landowners and occupiers with appropriate setbacks being established, the opportunity for landscaping and in particular the use of the adjoining land.
- ♦ The application proposes vehicular access from the existing access point on Church Street. Opportunity exists for pedestrians and cyclists to and from the facility through its location and proximity to the urban areas of Balranald.
- ♦ Service vehicles providing supplies, waste removal, and emergency services will all be capable of accessing the site through the design, alignment and width of the internal road network.
- ♦ The adjoining streetscape will not be negatively impacted by the development proposed. The works proposed are well setback from the road. Landscape buffering/screening will be provided through the development of the land.

### Public Interest

In accordance with Section 4.15. of the EP&A Act, the development of the land is in the public interest. The proposed development is consistent with the RU5 zoning for site, which allows for Village uses.

The proposed development builds upon the existing residential living opportunities for drive in/drive out employees in an area where such requirements were not being met and will further increase economic activity in the region.

Occupants will continue to have access to day-to-day services either accessible in Balranald or within the accommodation facility.

The existing infrastructure enables the off-site disposal of wastewater and provides direct connection to the Balranald sewer system. The existing services also allow the future development of the land should the existing use cease. Such future development is likely to be for residential living opportunities.

It is therefore considered that the proposed development is in the public interest.

### Community engagement

Engagement with the community commenced prior to the previous approval. It is not considered that the minor nature of this proposal requires additional engagement.

## Conclusion

In conclusion, it is considered for the reasons outlined above that the development responds well to the opportunities and constraints of the site and is considered to be consistent with the LEP. Additionally, offsite impacts will be limited through the design and layout of the proposal. In summary:

- ♦ The development is consistent with all relevant SEPP's and Balranald LEP
- ♦ The proposal is aligned with the Balranald LEP
- ♦ The additional buildings are to be on-site on a short-term basis with removal expected by the end of 2024
- ♦ The use of the existing vehicle access limits additional interference with existing accesses on Church Street
- ♦ The land is serviced by key reticulated infrastructure items and the disposal of stormwater has been demonstrated as being acceptable
- ♦ The proposal contributes to increased amenity for occupants while being respectful of the amenity of those on adjoining land
- ♦ The additional facilities are considered to be an excellent fit with the existing development that creates a node of activity coupled with the urban area and services of Balranald

As a result, the application should be supported through the issue of a development consent.



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