

## STATEMENT OF ENVIRONMENTAL EFFECTS

Proposed subdivision of Lot 1112 DP 750587 and Lot 2 DP 209557  
44 Airport Street and Bartondale Road, Temora

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## 1. Executive Summary

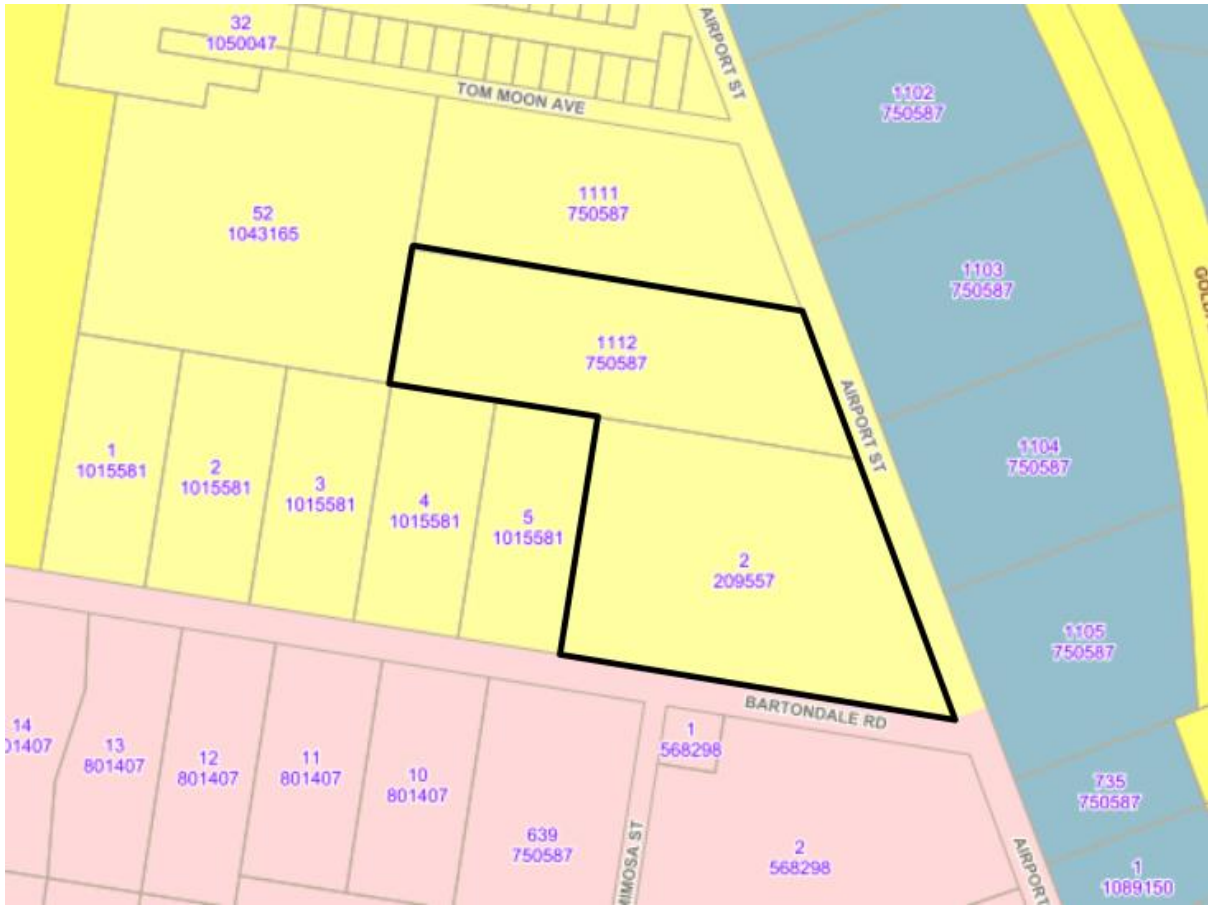
The proposed development is the subdivision of land known as Lot 1112 DP 750587 and Lot 2 DP 209557 (44 Airport Street and Bartondale Road, Temora) into 40 lots for the purpose of extending the existing Temora Airpark Estate. The owner and applicant is Temora Shire Council. The site is zoned SP1 Special Activities (Business Premises, Residential, Tourist and Visitor Accommodation, Incidental with Aviation). The proposed subdivision is permissible with consent within the zone. The proposal is in accordance with the Temora Airport Master Plan, as adopted by Council in April 2019. Relevant natural environment, built environment, heritage, social and economic factors have been considered. The development can be serviced through the extension of existing infrastructure. The proposed development is recommended for approval by Council.

## 2. Introduction

This Statement of Environmental Effects (SEE) has been prepared by Temora Shire Council Town Planner, Claire Golder, on behalf of Temora Shire Council to support the proposed subdivision of land known as Lot 1112 DP 750587 and Lot 2 DP 209557 (44 Airport Street and Bartondale Road, Temora). The report has been prepared to accompany a Development Application to be submitted for the assessment of the proposed development. The owner and applicant for the project is Temora Shire Council.

## 3. The Site

The site is zoned SP1 Special Activities (Business Premises, Residential, Tourist and Visitor Accommodation, Incidental with Aviation). The minimum lot size that applies to the site is 750sqm. Figure 1 shows the existing lot layout and zoning of the site.



**Figure 1: Existing lot layout and zoning map**

Figure 2 shows an aerial image of the site and the location at the corner of Airport Street and Bartondale Road.



**Figure 2: Aerial image of the site**

The site is located approximately 1.8km north-west of the centre of Temora, as shown by Figure 3. The area of the site is as follows:

Lot 1112: 4.67 hectares

Lot 2: 6.27 hectares

**Total area: 10.94 hectares**

Appendix 1 shows site photos. The former saleyards land is predominantly cleared and is currently used as a materials stockpile associated with the upgrade of the Temora runway project. There is an existing transportable dwelling, shed and cottage located on Lot 1112. These structures will be removed as part of the development of the site.



**Photo 1: Existing transportable dwelling and cottage on Lot 1112**



**Photo 2: Shed located on Lot 1112**

The site is adjacent to low density residential dwellings on all sides. Temora Airport and the existing airpark estate adjoin these residential developments to the north and west of the site.

Land to the north and west of the site is also zoned SP1 Special Activities (Business Premises, Residential, Tourist and Visitor Accommodation, Incidental with Aviation), following the completion of a rezoning of this precinct in February 2020. Land to the south is zoned R5 Large Lot Residential with a two-hectare minimum lot size. Land to the east is zoned B6 Enterprise Corridor and is used for residential and business purposes.





**Figure 3: Location of the site, north west of Temora town centre.**

#### **4. The Proposed Development**

The proposal involves the subdivision of Lot 1112 DP 750587 and Lot 2 DP 209557 into 40 lots for the purpose of developing Stage 5 of the Temora Airpark Estate. The proposed subdivision layout is shown by Figure 4.

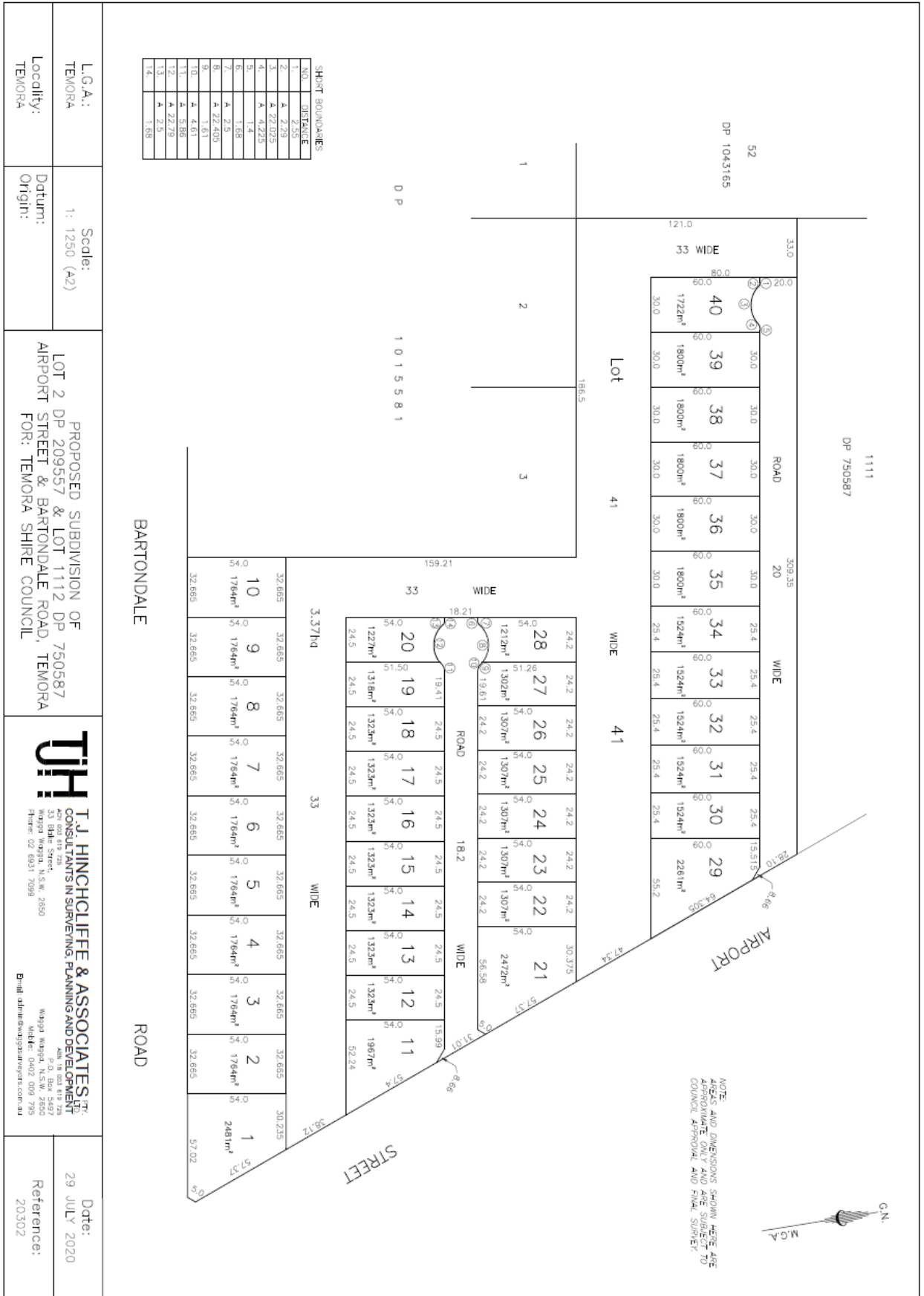


Figure 4: Proposed subdivision layout



The expansion of the Estate was identified in the Airport Master Plan, adopted by Council early in 2019, following extensive consultation with user groups. The proposal is consistent with the previous stages of the existing Temora Airpark Estate, located immediately north of the development site. The proposal responds to recent development demand, with the sale of 80% of the 20 lots on the Spitfire Drive development, which was released to the market in January 2019. On average, there are 6 new lots on the Airpark Estate sold per year. Council currently has four lots on Spitfire Drive reserved for a potential development. These lots may be released back on the market for sale in the coming months, depending on the outcome of the development opportunity.

It is proposed for the new lots on the expanded Estate to be developed in a range of sizes, from 1212m<sup>2</sup> to 2481m<sup>2</sup> to accommodate a variety of potential uses and lifestyles (see attached Proposed Subdivision Plan). Taxiway frontage for each block will range from 24m to 32m, and the length of blocks will range from 54m to 60m.

The new subdivision will access runway infrastructure via a Code B taxiway that will extend to the boundary with Airport Street. The lots running along Bartondale Road will be serviced by a Code A taxiway. The main access taxiway will have the potential to activate other privately owned lots along Bartondale Road which were recently rezoned to SP1 Aviation in line with the Airport Master Plan. There is also provision for a Code B taxiway to connect to neighbouring privately owned land on Tom Moon Avenue, should this land become available for development in the future.

The delivery of the proposed expansion to the Airpark Estate the dependent on Council securing grant funding. A funding application for the project is currently being assessed by the State Government.

This subdivision forms part of Council's strategy to diversify the economy by providing enabling infrastructure to attract aviation related industry and maximise Council's investment in airport infrastructure whilst providing employment opportunities.

As the development does not have a capital investment value of more than \$5 million, it is not Regionally significant development, as defined under State Environmental Planning Policy (State and Regional Development) 2011.

## 5. Infrastructure and Servicing

The natural topography of the site slopes from the corner of Bartondale Road and Airport Street towards the north and west, with a low point of existing dams located in the north-eastern corners of both lots, as shown by Figures 5 and 6. There are two existing dams on the site, both will be filled in as part of the proposed subdivision.

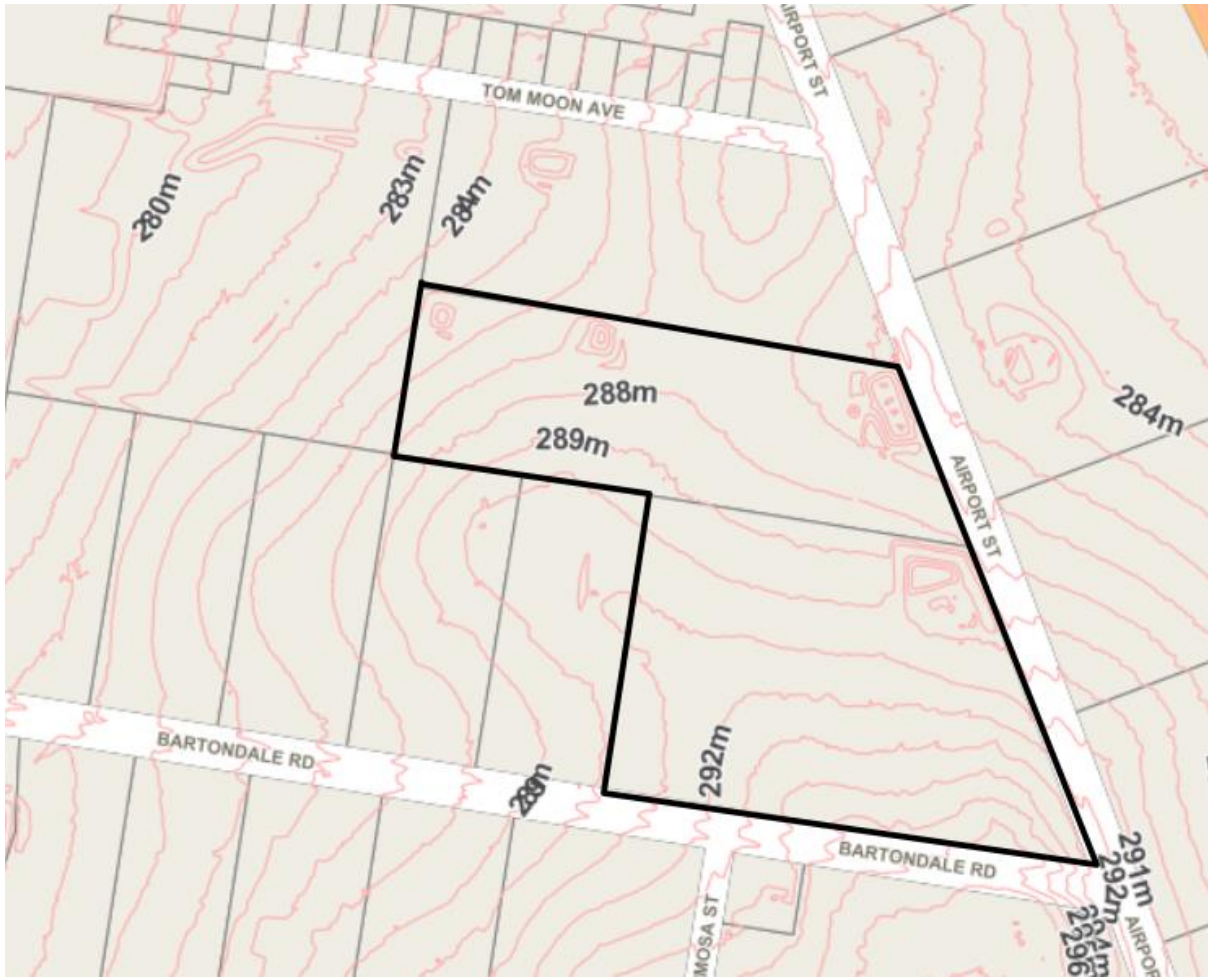
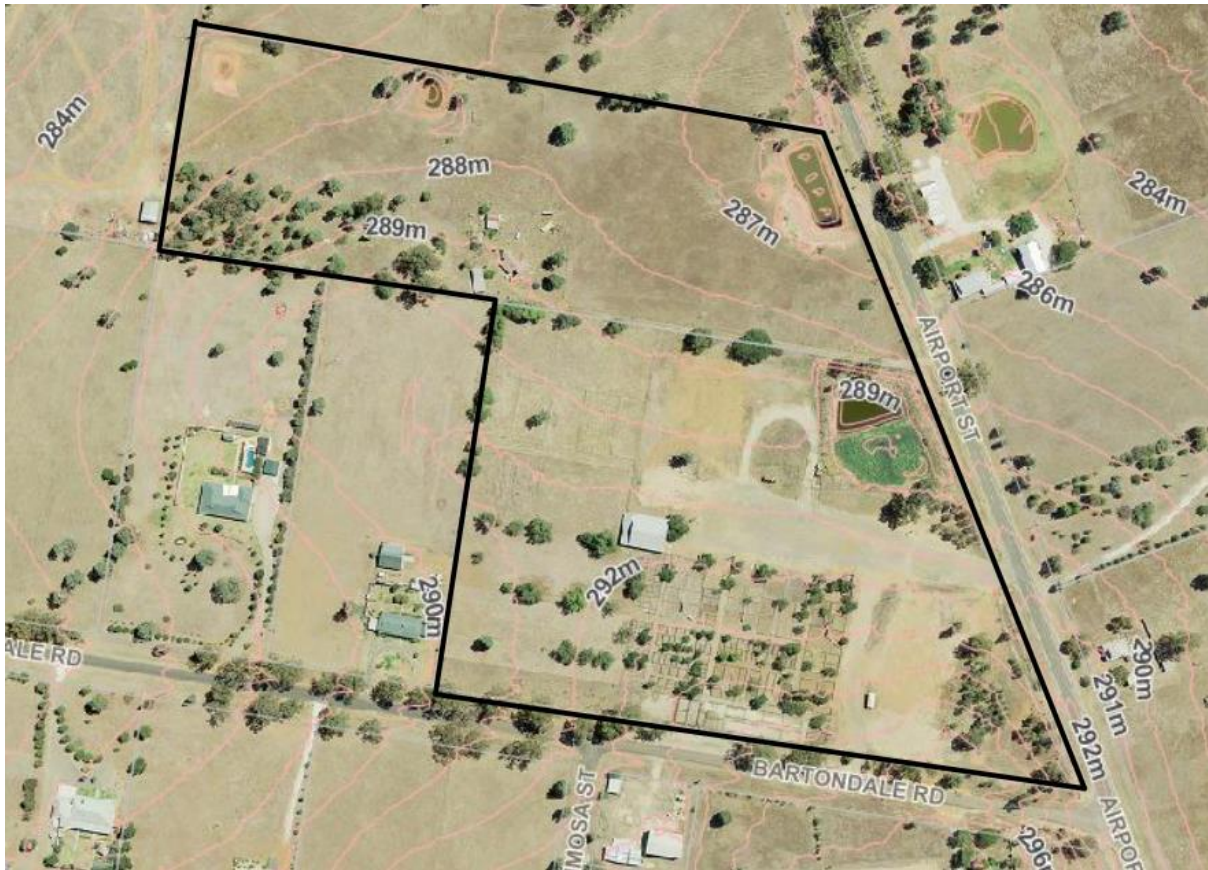


Figure 5: Contour map of site indicating natural topography



**Figure 6: Aerial image indicating topography**

**Stormwater drainage**

Council’s Engineering Department advise that, based on the existing topography, the site can be serviced by stormwater drainage. Residential lots will be serviced with kerb and gutter infrastructure. Taxiways will be serviced through table drains. Residents may be required to include a stormwater drainage pipe under their hangar accessway.

**Water**

Reticulated water is available in the vicinity of the development, as shown by Figure 7. Preliminary consultation has occurred with Goldenfields Water, who have advised the water serviced are able to be connected to the proposed subdivision.



**Figure 7: Water services in the vicinity of the site**

### **Sewer**

Sewer services will require extension to service the site, as shown by Figure 8. Council's Engineering Department advise that the site can be satisfactorily connected to Council's existing sewer network.





**Figure 8: Location of nearby sewer services**

### **Electricity Services**

Electricity services are available in the vicinity of the site, as shown by Figure 9.





**Figure 9: Location of electricity services in the vicinity of the site**

Existing above ground electricity infrastructure located on Lot 1112 will be required to be relocated undergrounds as part of this development. Preliminary consultation has occurred with relevant electricity infrastructure providers, who have advised that relevant connections can be provided to the network.



**Existing power pole to be removed as part of subdivision**



**Existing powerline, looking east from dwelling, to be relocated underground**

### **Gas Services**

Gas services are available adjacent to the development site, as shown by Figure 10. Preliminary consultation has occurred with APA gas services, who have advised that gas services may be provided to the proposed subdivision development.



**Figure 10: Gas services adjacent to the development site**

### **Road infrastructure**

The site is served by existing road infrastructure of Airport Street and Bartondale Road. Airport Street is a 9m wide sealed and linemarked road that includes a linemarked cycleway on the eastern side. Bartondale Road is a 7m wide sealed rural road. The current signposted speed limit of these roads is in part 50km/hr and in part 70km/hr.

### **Telecommunications**

The site is able to be serviced by mobile phone and NBN connections, which will be finalised closer to the construction time.

## **6. Environmental Planning Assessment**

This section provides an environmental planning assessment of the proposed development against all relevant statutory and non-statutory requirements. The development is evaluated under Section 4.15 of the Environmental Planning and Assessment Act 1979.

### **4.15 Evaluation**

**Matters for consideration—general** In determining a development application, a consent authority is to take into consideration such of the following matters as are of relevance to the development the subject of the development application—

(a) the provisions of—

(i) any environmental planning instrument,

The following State Environmental Planning Policies (SEPP) are relevant to the application:

#### **State Environmental Planning Policy 55 – Remediation of Land**

Lot 2 DP 209557 is the former Temora saleyards land. As part of the rezoning of this site, conducted in 2019, a preliminary site investigation was conducted by McMahon Earth Science. The study concluded that:

- The potential contamination sources, pathways and receptors have been identified along with the areas of concern.
- The sampling undertaken returned results below the adopted criteria and as such the risk of gross contamination across the site is low.
- The potential hazardous building material and fill material on site can be managed during development given appropriate controls are put in place as outlined in this PSI.
- Based on the findings of this report the site is assessed to be suitable for the proposed development with low risk to human health and/or the environment.

Lot 1112 DP 750587 was previously used for large lot residential purposes with a single dwelling. The site has no evidence of any potential contamination and no further investigation is required in relation to this site.

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

The proposal will involve clearing of vegetation. There are twenty Eucalyptus trees located along the roadside of Bartondale Road, that will be required to be removed to support the future subdivision. These trees will be replaced by appropriate street trees as part of the development. There is also a patch of vegetation, approximately 6000sqm, that will be required to be removed to facilitate the subdivision. This vegetation is comprised of a mixture of native and non-native species, including 10 semi-mature – mature species of Eucalypts, a small number of peppercorn trees and white cedar trees, and a predominance of non-native black pine trees. The groundcover is comprised of broadleaf weeds, grasses and stinging nettles. Appendix 1 shows site photos of existing vegetation.

As the area of native trees proposed to be clear is less than the threshold of 0.25 hectares, the proposal does not require consideration under the Biodiversity Offset Scheme.

It is concluded that the clearing of this vegetation is unlikely to significantly affect threatened species.



Under the **Temora Local Environmental Plan 2010**, the site is zoned SP1 Special Activities (Business Premises, Residential, Tourist and Visitor Accommodation, Incidental with Aviation).

The objectives of zone are:

- To provide for special land uses that are not provided for in other zones.
- To provide for sites with special natural characteristics that are not provided for in other zones.
- To facilitate development that is in keeping with the special characteristics of the site or its existing or intended special use, and that minimises any adverse impacts on surrounding land.
- To encourage the protection and careful management of roadside native vegetation and native habitats.
- To encourage a variety of business, residential and tourist accommodation land uses within the vicinity of the airport that are incidental to aviation.

The zone permits development of the land with consent for the purpose shown on the land zoning map, including any development that is ordinarily incidental or ancillary to development for that purpose.

The proposal is consistent with the objectives of the zone and is permitted with consent.

### **Principal Development Standards**

#### **4.1 Minimum subdivision lot size**

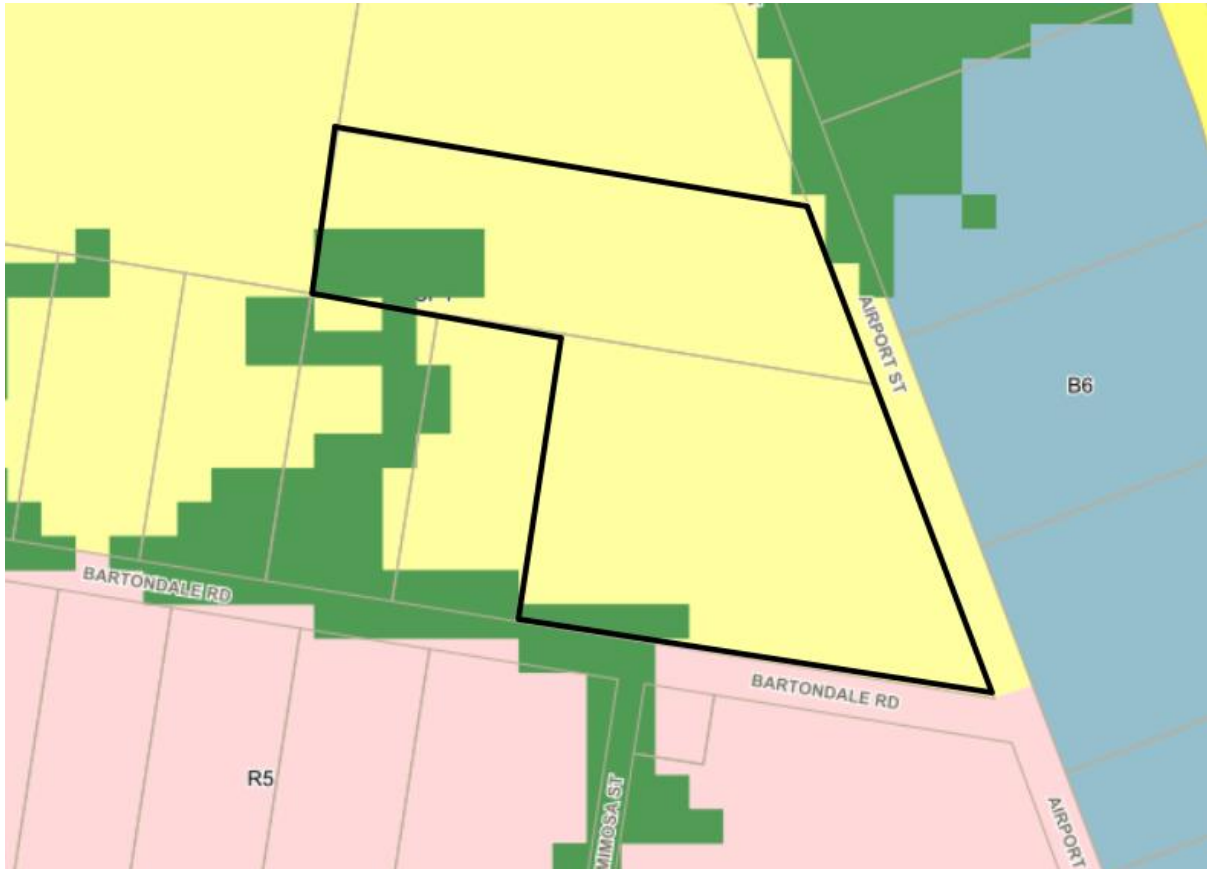
The minimum lot size that applies to the site is 750 square metres. All proposed lots are larger than the minimum lot size.

### **Additional local provisions**

#### **6.1 Biodiversity**

A small section of the site is identified as Sensitive Biodiversity, specifically part of the roadside vegetation along Bartondale Road and a small patch of vegetation located west of the existing dwelling on Lot 1112. The roadside vegetation consists of large Eucalyptus trees, with exotic grasses and weeds groundcover. It is recommended that these trees be removed in order to facilitate the development and be replaced with suitable street trees. The removal of the roadside trees is not considered to be environmentally significant due to the small number of trees impacted by the development.

The patch of vegetation identified on the biodiversity map is a mixture of common native trees and non-native trees. The groundcover is a mixture of exotic grasses and weeds. The removal of this vegetation is not considered to be environmentally significant due to the relatively small area impacted and the lower environmental value of this patch of vegetation.



## 6.2 Land

There is no sensitive land identified within the site.

## 6.3 Water

There are no sensitive waterways that are identified within the site.

## 6.4 Earthworks

The project will require significant earthworks in order to facilitate construction of roads and connection to other infrastructure. Earthworks will be conditioned to be managed throughout the construction period in order to manage erosion and drainage patterns.

## 6.5 Essential Services

The development will be conditioned to connect to relevant essential services, including the supply of water, electricity, sewer management and disposal, stormwater drainage and suitable road access.

## **6.6 Flood Planning**

The site is not identified as flood prone land and is not identified as being affected by the 1% AEP by the Temora Flood Study 2019.

## **6.7 Development in areas subject to airport noise**

The airpark estate is located adjacent to, but not directly impacted by, the Australian Noise Exposure Concept (ANEC) noise contours, which identifies land being affected by aircraft noise. As the purchasers of the subdivided lots will be completing development in association with aviation, there is an acceptance of general aircraft noise within the vicinity of the site. The level of impact of aircraft noise of existing and future use of light aircraft, low level usage of commercial aircraft and use of aircraft in association with the Temora Aviation Museum are considered to be acceptable where the development is in association with a residential airpark estate

*(ii) 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),*

There are no proposed instruments that are relevant to this application

*(iii) any development control plan,*

Under the Temora Shire Development Control Plan 2012, the following Chapters are relevant to the application:

### **Contaminated Land**

The issue of potential land contamination has already been considered as part of a SEPP55 report that was prepared as part of the rezoning of this site. The site has been deemed suitable for the proposed use of residential development, therefore no further assessment is required.

### **Development Applications**

The Development Application includes relevant plans and supporting information suitable for the assessment process.

### **Engineering Standards**

The engineering infrastructure will respond to relevant controls including:

- Rolled kerb to provide future driveway access
- Provision of stormwater guttering
- Sealed roads and road shoulders in accordance with Council standards
- Footpaths are not required in this location
- Connection to water, sewer and stormwater infrastructure in accordance with Council standards
- Planting of street trees
- Inclusion of relevant easements for infrastructure
- Provision of street lighting in accordance with Australian Standards

### **Environmentally Sensitive Areas**

There are a small number of Eucalyptus trees that will be required to be removed to facilitate the proposed subdivision. These trees have limited environmental and amenity value and their removal is not considered to have a significant impact on biodiversity, habitat or threatened species.

### **Erosion and Sediment Control**

The development will require relevant erosion control measures and management practices as part of the construction process. These can be included as conditions of consent.

### **Landscaping**

The development will include provision for the planting of suitable street trees. Future residential developments will be required to adhere to the airpark landscaping schedule of plantings that do not attract birds and fruit bats.

### **Notification of Development Applications**

The development will be required to be notified to neighbouring landholders and advertised using normal notification procedures.

### **Subdivision**

The subdivision design responds to relevant Council controls relating to lot size and minimum lot frontage. All relevant services and road connections will be provided.

### **Temora Airpark Estate**

The subdivision will form the next stage of the Temora Airpark Estate. All future development on this site will be required to respond to the controls included within this Chapter.

*(iia) 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,*

There are no relevant planning agreements that apply to this site.

*(iv) the regulations (to the extent that they prescribe matters for the purposes of this paragraph), that apply to the land to which the development application relates,*

The application has satisfied all relevant regulations in relation to development application information. There are no concurrences required. Relevant Government agencies were consulted as part of the rezoning of this land. Council officers have satisfied all relevant issues in relation to biodiversity, Aboriginal cultural assessment and land contamination. Aboriginal Heritage Information Management System (AHIMS) searches of both lots have revealed that no Aboriginal sites are recorded in or near the location and no Aboriginal places have been declared in or near the locations. Refer to Appendix 2 for AHIMS searches. The proposal to provide additional house and hangar development in the future is consistent with the objectives of this zone and additional demands for aircraft usage can be accommodated at the Temora Airport.

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

#### Environmental impacts – natural environment

The site is not identified as being affected by flooding or bushfire risk. Impacts upon the natural environment are limited as the site is largely cleared, as it has been used as a saleyards in the past and low density residential usage. The proposed use of the site for residential development in association with aviation is consistent with the zoning of the site.

#### Environmental impacts – built environment

There are no heritage items that are included on the site.

The subdivision will enable future changes to the built environment, as house and hangar developments will be supported. This is in accordance with the objectives of the zone. The Development Control Plan Chapter Temora Airpark Estate will control future development and support the construction of a high quality residential area.

#### Social impacts

The social impacts of the development will be positive with the additional opportunities for new residents in Temora. The level of development is considered to be acceptable based upon the available airport infrastructure, as well as existing community infrastructure, facilities and services.

#### Economic impacts

The economic benefits will be positive through the generation of new residents and new development within Temora Shire. The proposed subdivision will respond to ongoing



demand for residential airpark development, with Council responding to this demand and diversifying the local economy outside of the core economic driver of agriculture.

*(c) the suitability of the site for the development,*

The site is suitable for the proposed purpose, due to the proximity of the site to the Temora Airport. Access to the site for aircraft will be provided by a future taxiway, to be constructed as part of a separate development application.

*(d) any submissions made in accordance with this Act or the regulations,*

Any submissions received will be considered as part of the assessment process. Council has already completed extensive consultation in relation to this proposal as part of developing the Temora Airport Master Plan, as adopted by Council in April 2019. Preliminary consultation with the Aerodrome Users Committee has already occurred prior to the submission of the Development Application, with feedback being generally positive.

*(e) the public interest.*

The development is in the public interest as it supports additional housing and economic opportunities and provides for the reuse of land following the closure of the Temora saleyards.

## 7 Conclusion

The proposed development of a 40 lot residential airpark subdivision at 44 Airport Street and Bartondale Road, Temora is consistent with the objectives of the zone and is in accordance with Council's adopted Temora Airport Master Plan. The proposal will provide economic and social benefits to the community through the provision of additional residential development opportunities in association with aviation. The proposal will support the reuse of the former Temora saleyards land and will support additional use of the Temora Airport. Existing infrastructure can be extended to accommodate the development. The site is already largely cleared and the removal of a mixture of native and non-native trees, located on the roadside and a small patch of existing vegetation, is not considered to cause an impact to threatened species and their habitat. It is recommended that the proposed development be approved by Council, subject to relevant conditions.

## Appendix 1:

### Site photos



Bartondale Road  
looking west,  
showing existing  
roadside  
vegetation



Bartondale Road  
looking east  
showing existing  
roadside vegetation



Former saleyards  
land looking north



Former saleyards  
land looking north-  
east



Former saleyards  
land looking east



Former saleyards  
land looking west





Vegetation on Lot  
111 – Black pine  
trees



Vegetation on Lot  
1112 -  
Peppercorn trees



Vegetation – black pine tree



Vegetation – Cedar tree





Vegetation –  
Pine trees and  
Eucalyptus trees



Vegetation – Pine  
trees and  
Eucalyptus trees



Vegetation –  
groundcover and  
pine tree



Vegetation – Pine  
trees and Eucalyptus  
trees

## Appendix 2

Aboriginal Heritage Information Management System searches of Lot 2 DP 209557 and Lot 1112 DP 7505874352