



NGH



CITY OF WAGGA WAGGA
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STATEMENT OF ENVIRONMENTAL EFFECTS

Modified Consent Application 12-16 Norton Street, East Wagga Wagga

May 2020

Project Number: 19-943



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1. INTRODUCTION

This Statement of Environmental Effects has been prepared to support a modified consent application, pursuant to section 4.55 of the *Environmental Planning and Assessment Act 1979*. This application seeks Council's approval to modify DA17/0533.

The development approved under DA17/0533 relates to a proposed warehouse, in addition to two existing warehouses on industrial land at 12-16 Norton Street, East Wagga Wagga.

The modified consent application relates to design changes made to the warehouse and site layout, as approved.

This report provides additional information to that contained in the Statement of Environmental Effects lodged with the original DA and shall be read in conjunction with amended development plans 1725-2C and 1725-3C, prepared by Allen C. Thompson. Amended plans are provided as Attachment A to this report.

1.1. BACKGROUND

Development Consent for DA17/0533 for an 'Additional Warehouse' was issued by Wagga Wagga City Council on 19 October 2017. The approval allows for the construction of a 27.5 metre x 45 metre warehouse shed in the south-western corner of the lot, to be used in connection with the existing warehousing business (Bee Dee Bags). The subject land is Lot B DP159199 and Lot 1 DP580574.

The approved shed required the filling in of the existing sunken dock that serviced the existing warehouse in the north-west corner of the lot. Car parking was relocated to the south-eastern corner of the lot as per the approved plan. It was considered the approved development would not impede the existing Right of Carriageway that runs along the southern boundary, servicing development to the west.

2. THE PROPOSAL

2.1. AMENDMENTS AS CONSTRUCTED

The warehouse design was modified at construction stage by way of an increase in floor level of approximately 900 millimetres, compared with the approved warehouse design.

This has necessitated modifications to access arrangements for both vehicles and staff/visitors that depart from the approved warehouse and site design. The changes include raised pathways and ramps, an amended carpark design, landscaping and driveway arrangements.

A photograph of the warehouse as constructed is provided in Figure 2-1.



Figure 2-1 Warehouse as constructed (Source: NGH, 2020)

The floor plan has altered by way of a decrease of floor area of the subject warehouse from 1,179.75sqm to 1,161sqm as compared to the approved design. Concrete access walkways have been constructed around the perimeter of the warehouse including a concrete ramp and loading dock leading to the two roller doors on the eastern side of the warehouse. The approved landscaping strip along the frontage of the warehouse has been removed to accommodate this concrete walkway.

The approved off-street parking arrangement has been modified. Carparking will be sited along the western side of the front-most existing warehouse, and along the southern boundary of the site, in order to permit the necessary vehicle and loading/unloading movements. The revised site plan indicates trees would be provided within the landscaped area surrounding these parking spaces. The approved exit-only driveway has been replaced by an enlargement of the existing entry/exit driveway.

The modified design has resulted in minor changes to the approved elevations of the building. The height of the warehouse as constructed is 9.005 metres above floor level, consistent with the originally approved height. However, due to the building pad and floor level being raised 900mm above natural ground level, the overall height as constructed is approximately 10.205 metres above natural ground level (allowing for a slab thickness of approximately 300mm).

The mass of the building is slightly reduced due to changes in the length and width dimensions as outlined above. The location of the roller doors facing the street has been modified and located further to the south along the façade as compared to the approved design. The elevations otherwise remain consistent with the approved design.

3. LEGISLATION AND PLANNING CONTROLS

3.1. ENVIRONMENTAL PLANNING & ASSESSMENT ACT 1979

Under Section 4.55 of the *Environmental Planning and Assessment Act 1979*, a development consent may be modified on further application, provided the modified development is 'substantially the same' as the original approved development.

The proposed modification is considered a modification of minimal environmental impact, pursuant to 4.55(1A) of the Act. Subsection (1A) refers to modifications involving minimal environmental impact. It states that;

A consent authority may, on application being made by the applicant or any other person entitled to act on a consent granted by the consent authority and subject to and in accordance with the regulations, modify the consent if:

(a) it is satisfied that the proposed modification is of minimal environmental impact, and

(b) it is satisfied that the development to which the consent as modified relates is substantially the same development as the development for which the consent was originally granted and before that consent as originally granted was modified (if at all).

This report addresses these stipulations. Section 4 addresses the nature and level of environmental impact that would result from the modification and has identified that there would be no additional impacts with the implementation of mitigation measures. Section 3 sets out the description of the modified proposal, which is considered to be substantially the same as the development for which consent was originally granted.

3.2. WAGGA WAGGA LOCAL ENVIRONMENTAL PLAN 2010

The subject land is zoned IN1 General Industrial under the provisions of the Wagga Wagga Local Environmental Plan 2010, as indicated below in Figure 3-1.

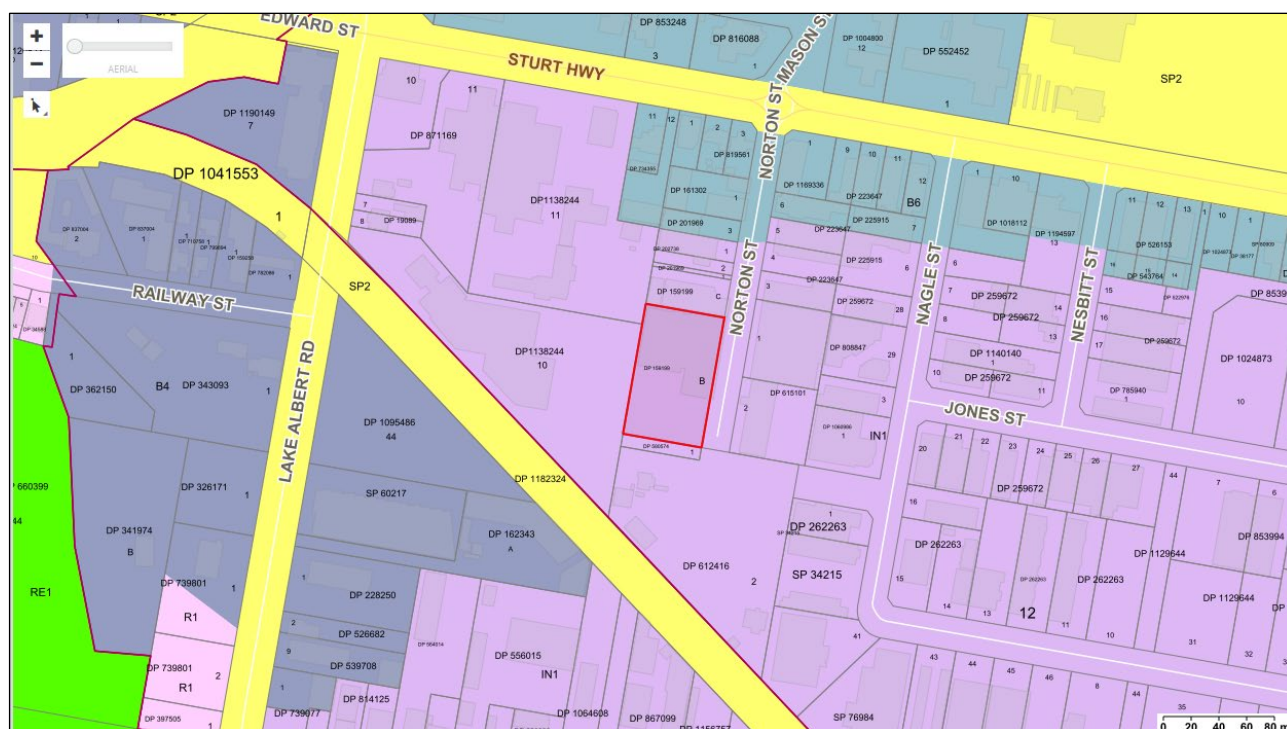


Figure 3-1 Zoning map of subject land and surrounds (Source: WWCC Online Mapping)

3.2.1. Permissibility of the proposal

The approved warehouse development DA17/0533 was described as a **warehouse or distribution centre**, under the WWLEP 2010. A warehouse or distribution centre is defined 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, and includes local distribution premises.

The warehouse as constructed remains consistent with this definition and therefore remains permissible with consent in the IN1 General Industrial zone.

3.3. WAGGA WAGGA DEVELOPMENT CONTROL PLAN 2010

The existing warehouse is subject to controls contained in the Wagga Wagga Development Control Plan (DCP) 2010. Matters relevant to the proposed development are addressed in Table 3-1 below.

Table 3-1 DCP2010 Matters for consideration

Development Control Plan – Consideration of Relevant Clauses	
Section 2 – Controls that apply to all development	
2.1 Vehicles access and movement	<p>C1. The existing, approved vehicular access to the site from Norton Street would continue to be utilised for access to the development.</p> <p>C2. Not relevant as there would be no change to local traffic impacts as compared with the approved development.</p> <p>C3. Vehicles are able to leave the property in a forward direction, consistent with the approved development.</p> <p>C4. A loading dock and ramp has been provided. It is understood the arrangement differs slightly from the approved design. However, it is considered</p>

the arrangement as constructed provides adequate loading/unloading areas for the development and would not have adverse impacts.

C5. The development as constructed involves a driveway and access arrangements that differ from the approved arrangements. The in/out arrangements are no longer proposed, and the carparking spaces have been relocated to the opposite side of the existing Right of Carriageway and adjacent to the existing warehouse in order to allow enhanced movement through the parking and loading areas.

C6. It is understood the access driveway has adequate sight lines for the 50km/h speed limit to ensure safe and efficient travel for vehicles and pedestrians.

2.2 Off-street Parking

C1. The table under section 2.2 of the DCP requires 1 space per 300sqm for a warehouse land use. The total area of all three warehouses on the lot covers an area of 3735sqm and therefore would require 13 parking spaces to be provided. The development as constructed provides 13 parking spaces, meeting the DCP requirements.

C2. Parking has been provided accordance with the relevant Australian Standard AS2890.

C3. One accessible parking space is proposed in the approved layout. One has been provided as constructed (refer parking space 4). There are no structures or buildings that impede on the clear zone supporting the accessible space.

C4. Not relevant as the development is not a mixed use.

C5. Not relevant as the development is not a redevelopment or change of use.

C6. Not relevant as the development is not in a B3 zone.

C7. Not relevant as the proposed development does not comprise minor alterations and additions.

C8. Not relevant as a Traffic and Parking Study is not considered to be required for the development as constructed.

C9. The provision of trees within the parking area is considered generally consistent with the DCP control. The DCP stipulates that 1 tree is required for every 5 parking spaces in a row.

Spaces 1-3 are located on the southern boundary of the site. Space 4 is located adjacent to the loading dock south of the warehouse as constructed and spaces 5-13 are located adjacent to the existing warehouse. The revised site plan indicates five trees would be provided within the landscaped area surrounding spaces 1-3.

The shade trees would directly shelter spaces 1-3, whilst the position of spaces 4-13 would be sheltered by the warehouses immediately adjoining these.

A variation is requested for this control as it is considered that the revised landscaping would meet objectives O4 and O5 given the proposal would soften the overall impacts of the parking area and provide shade and solar access to car park users by means of purpose designed tree planting and shelter from the existing warehouse.

C10. The proposed development does not include planting beds.

C11. The trees planted within the carpark would have a minimum clear truck height of 2.5 metres.

2.3 Landscaping

C1. A revised site/landscaping plan has been included on the development plans. Refer to Site Plan 1725-2C prepared by Allen C. Thompson.

C2. No removal of native vegetation was proposed or undertaken.

C3. Exotic vegetation similar to the approved vegetation would be utilised within the front setback.

	<p>C4. Trees would be planted within the carpark to provide tree canopy.</p> <p>C5. Landscaping has been provided within the front and rear setbacks to improve the streetscape, provide shading within the carpark and visual screening of the warehouse.</p> <p>C6. Trees and landscaping would be located within the front setback to improve summer shading while maintaining solar access in winter.</p>
2.4 Signage	Not relevant as amended signage is not proposed.
2.5 Safety and Security	<p>C1. The existing warehouse is located within an established industrial precinct, with defined public, semi-public and private areas already established.</p> <p>C2. The warehouse as constructed has clearly visible entries identifiable from the street.</p> <p>C3. Blank walls along the frontage have been minimised through the use of large loading doors and prominent walkways with handrails. The warehouse is setback approximately 27 metres from the frontage, consistent with the approved development.</p> <p>C4. Areas of concealment (blind corners) are avoided, with clear sight lines established for vehicles and pedestrians approaching the warehouse.</p> <p>C5. There are no revised arrangements for lighting.</p> <p>C6. Planting and fencing have been located to ensure the safety of users and do not compromise natural surveillance.</p> <p>C7. Not relevant as the proposal does not include a pedestrian pass-through.</p> <p>C8. Not relevant as the proposal does not include public restrooms.</p>
2.6 Sediment and Erosion Control Principles	Not relevant as no further excavation work is proposed.
2.7 Development adjoining open space	Not relevant as the land does not adjoin open space.
Section 4 – Environmental Hazards and Management	
4.1 Bushfire	Not relevant. The subject land is not mapped as bushfire prone.
4.2 Flooding	<p>C1. Not relevant as the development is not an essential community service.</p> <p>C2. Not relevant as the development is not a critical utility.</p> <p>C3. The requirements of Table 4.2.7 are addressed below for industrial development.</p> <p>Floor levels</p> <ul style="list-style-type: none"> • The approved warehouse design included a floor level 225 millimetres above ground level. The warehouse, as constructed, has a floor level approximately 900 millimetres above the approved warehouse design. It is therefore considered the warehouse as constructed is well above the 20y ARI flood level (plus freeboard). • The development relates to the expansion of an existing use. The warehouse design and layout as constructed is generally consistent with the approved design, excluding the increased floor height and flood protection. It is considered the development as constructed remains consistent with the flood hazard and evacuation needs. <p>Structural soundness</p>

- The warehouse building as constructed would have been certified by an engineer to certify the structure can withstand the forces of floodwater, debris and buoyancy consistent prior to construction.

- Fencing on the property would not be modified. It is understood the existing fencing allows flood waters to equalise on either side.

Evacuation

- No change as per the approved design.

Management and Design

- The warehouse as constructed has a flood level 900 millimetres above the approved plans. It is considered there is area available to store goods above the 100y ARI flood level.

- The materials of the warehouse are consistent with the approved warehouse plans. It is considered the warehouse is constructed from flood compatible materials.

Section 11 – Industrial Development

11.2 Siting and Setbacks

C1. The DCP requires development on Norton Street to include a 6 metre setback or be located behind the existing building line of adjoining properties. The warehouse as constructed is located behind the existing building line and is understood to be in the approved position.

C2. Landscaping has been provided within the front and rear setbacks to improve the streetscape, provide shading within the carpark and visual screening of the warehouse.

C3. Not relevant as the lot does not include a second frontage.

C4. Side and rear setbacks have been provided in accordance with the BCA, consistent with the approved development.

C5. Not relevant as the warehouse as constructed does not include awnings.

11.3 Building Design

C1. The warehouse as constructed is generally consistent with the approved design in meeting this control.

C2. The warehouse as constructed has been located behind the existing warehouse with frontage to Norton Street. No change of plane is considered necessary.

C3. The warehouse as constructed is consistent with the approved design in meeting this control.

C4. The warehouse as constructed is consistent with the approved design in meeting this control.

C5. Not relevant as the warehouse as constructed is located behind the existing building line. No full sheet metal fencing has been constructed.

11.4 Development near residential areas

Not relevant as the proposed development is located within an industrial precinct.

4. ENVIRONMENTAL ASSESSMENT

Table 4-1 Statement of Environmental Effects

Primary Matters	Likely Impacts	Safeguards and Mitigation Measures
Context and Setting	Positive. The warehouse as constructed is considered to achieve compatibility with the context and setting, as assessed with the approved design. The warehouse as constructed allows the continued use of the land for an industrial purpose that contributes to the economic vibrancy and viability of the East Wagga Wagga precinct.	No safeguards or mitigation measures were deemed to be required for this proposal.
Privacy, Views and Sunlight	Minimal. The warehouse as constructed does not adversely impact the operation of the industrial precinct, as operations are consistent with the approved use. It is considered the development as constructed does not adversely impact surrounding land uses, when compared with the approved design.	No safeguards or mitigation measures were deemed to be required for this proposal.
Access and Traffic	<p>Minimal. The total area of warehouses on the lot is 3,735sqm. The DCP requires one space to be provided for every 300sqm. The warehouse as constructed includes 13 car parking spaces, consistent with the rates cited in the DCP.</p> <p>The warehouse as constructed includes modified landscaping and car parking as compared to the approved design. This modification includes removal of the approved exit-only driveway and enlargement of the existing entry/exit driveway. The modified layout of the carpark provides adequate movement areas for vehicle reversing/turning manoeuvres, whilst also supporting movements to and from the loading zone.</p> <p>The warehouse and landscaping as constructed does not impede the existing sealed Right of Carriageway (ROC) to the property to the west (Lot 10 DP1138244), which has been maintained consistent with the approved design. It is considered there would be no impact to the ROC for the neighbouring lot.</p>	No safeguards or mitigation measures were deemed to be required for this proposal.
Infrastructure	Nil. No change from approved development.	N/A
Heritage	Nil. No change from approved development.	N/A

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Construction	Positive. It is understood that all construction has been conducted in accordance with the National Construction Code requirements. Access is available between all warehouses for people with a disability.	N/A
Land Resources	Nil. No change from the approved development.	N/A
Soil and Water	Nil. No change from the approved development.	N/A
Air and Micro-climate	Nil. No change from the approved development.	N/A
Noise and Vibration	Nil. No change from the approved development.	N/A
Flora and Fauna	Nil. The warehouse as constructed did not require the removal of any native vegetation. The land is within an area subject to Biodiversity Certification.	No safeguards or mitigation measures were deemed to be required for this proposal.
Waste	Nil. No change from the approved development.	N/A
Land Hazards	Positive. The land is mapped as being subject to the 100yr ARI flood. The approved warehouse design had a floor level of 225 millimetres above ground level. The warehouse as constructed has a floor level 900 millimetres above ground level. The warehouse would not detrimentally increase the flooding impact to the subject site or surrounding allotments given that it is inside the levee bank. Any flooding affecting the site would have widespread impacts.	No safeguards or mitigation measures were deemed to be required for this proposal.
Contaminated Land	Nil. No change from the approved development.	N/A
Social Impacts	Nil. No change from the approved development.	N/A

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Economic Impacts	Nil. No change from the approved development.	N/A
Cumulative Impacts	Nil. No change from the approved development.	N/A

5. CONCLUSION

A review of the relevant planning controls concluded that the warehouse as constructed is generally consistent with the provisions of the Wagga Wagga Local Environmental Plan 2010 and the Wagga Wagga Development Control Plan 2010. The proposed development continues to meet the objectives of the zone.

The modification of the design included an increase in floor height, and overall height above natural ground level, reducing the impact of potential flooding on the warehouse. The off-street parking capacity is consistent with the approved warehouse design and has been maintained through a modified landscape design and carpark and movement arrangements. Parking and access for people with disabilities is available on the land, as the floor level of all warehouses are at the same height. The existing Right of Carriageway arrangements have not been impacted.

Modifications to the approved development incorporate mitigation measures to further minimise impacts on the local environment and amenity as compared to the approved warehouse and landscaping design. This application is submitted for Council's consideration.

APPENDIX A DEVELOPMENT PLANS