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Statement of Environmental Effects

Site Works for Temporary Workers Accommodation

Prepared by Barr Planning

for Projence

October 2024





Barr Planning acknowledges the Traditional Custodians of country throughout Australia and their connections to land, sea and community. We pay our respect to their Elders past and present and all Aboriginal and Torres Strait Islander peoples today, through considerate and respectful approaches to our work, and seeking to facilitate a balance between the transformation of land and the preservation of the natural and cultural environment.

'Connection' by Aboriginal Artist, Lauren Freestone

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Draft 1	04/07/2024	Rebecca Boesch	Rebecca Johnston
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Signed



Rebecca Boesch
Principal Planner
B.URP.RPIA



Rebecca Johnston
Director
*BTP (Hons), Cert IV Project Management, MBA
Registered Planner +EIA PIA*

For queries about this report please contact

Rebecca Boesch
rboesch@barrplanning.com.au

BARR PROPERTY AND PLANNING PTY LTD
TRADING AS BARR PLANNING
ABN 57 604 341 302

92 YOUNG STREET CARRINGTON NSW 2294
PO BOX 96 CARRINGTON NSW 2294
(02) 4037 2451
BARRPLANNING.COM.AU

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1 Introduction

This Statement of Environmental Effects (Statement or SEE) has been prepared by Barr Planning on behalf of Projence. It accompanies a Development Application lodged to Gilgandra Shire Council (GSC) pursuant to Section 4.12 of the Environmental Planning and Assessment Act 1979 (the EP&A Act) to support the establishment of tourist and visitor accommodation for a temporary workers accommodation facility (TWAF). This facility seeks to provide for the temporary accommodation needs of the workforce supporting the construction of large infrastructure projects such as the Inland Rail Project or regional renewable energy projects.

The site is identified as Lot 50, DP 1293728, Marshall Street, Gilgandra. The purpose of this Statement is to address the planning requirements associated with the development.

1.1 Ownership

The land is owned by the following entities:

- Lot 50, DP 1293728 - Gilgandra Shire Council

1.2 Consent Authority

The proposal constitutes local development and as such, the GSC is the Consent Authority.

As GSC is also a landowner and the applicant, appropriate probity measures to address any conflicts of interest, as required under the Environmental Planning and Assessment (Conflict of Interest) Regulations 2022, in effect from April 2023, will be implemented.

1.3 Supporting Documentation

This SEE is supported by the following documentation:

Table 1 Supporting Documentation

Document	Author	Revision	Date
Aboriginal Due Diligence Assessment Report	Oz Ark Environment & Heritage	V3	4 May 2023
Bushfire Threat Assessment	Anderson Environment & Planning (AEP)	03	13 June 2023
Ecological Assessment Report	Anderson Environment & Planning (AEP)	03	19 December 2023
Geotechnical Investigation & Pavement Design	Aitken Rowe Testing Laboratories		28 February 2023
Lighting Plan	T Bone Lighting		27 October 2023

Document	Author	Revision	Date
Noise and Vibration Impact Assessment	EMM Consulting (EMM)	2	8 February 2023
Social Impact Assessment	Aigis Group		11 August 2023
Temporary Workers Accommodation Facility Civil Documentation for Development Application	DRB Consulting Engineers	D	05 April 2024
Traffic Impacts Assessment	Constructive Solutions	1.1	5 May 2023
Water & Sewer Servicing Report	Wallace Design Group	Final	26 June 2023
Estimated Development Cost Report	Vasey Consulting	-	1 July 2024

Note: the supporting documentation may refer to the subject site as Lot 26, 27 and part Lot 28 DP 1189672. The proposed development has since been amended such that all works are located entirely within Lot 50, DP 1293728, which was previously known as Lot 28 DP 1189672.

The following information is provided for context and information only

Table 2 Supporting Contextual Documentation

Document	Author	Revision	Date
Architectural Plans	Andre Melville Building Design & Drafting Services	B	9 October 2024
Subdivision Plans (Sheets 1 and 2 of 3)	Langford & Rowe Consulting Surveyors		25 May 2013

These documents have been uploaded as separate documents to the NSW Planning Portal.

2 Site and Context

2.1 The Site

The site, as shown in Figure 1 below, is identified as Lot 50, DP 1293728, Marshall Street, Gilgandra. It is located approximately two kilometres northwest of the Gilgandra town centre. The portion outlined in red within Figure 1, comprises the development area, to be referred to as the site.

The site is relatively flat, clear of significant vegetation and is bound by Federation Street to the northeast, and Hercules Place to the south. Existing land uses within the locality include the aerodrome, residential development, Jack Towney Hostel aged care facility, and vacant undeveloped land containing bushland and formerly used for grazing.

The proposed development site is located within an undeveloped portion of land as part of the Aero Park Estate development.

There are no items of Aboriginal or European significance on, or within 1km of the site. A current search of heritage databases confirms no new items have been identified within the area. The site is not subject to flooding. The site, however, is mapped as being vulnerable to groundwater systems.

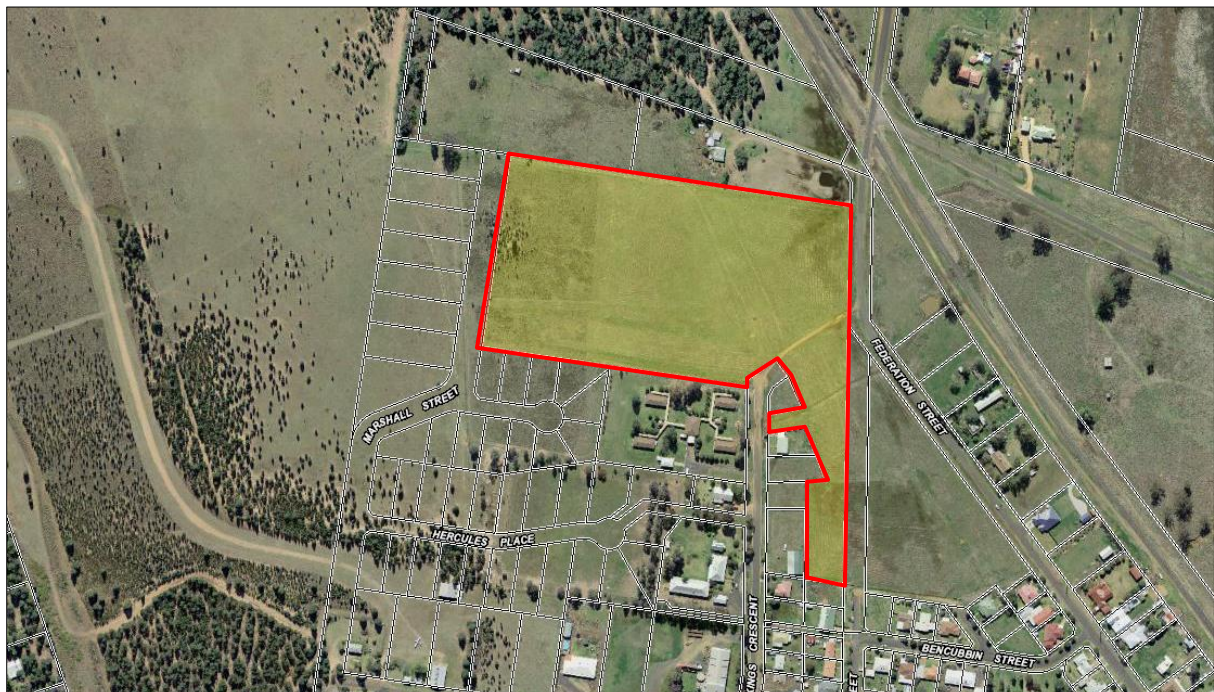


Figure 1 Locality Plan. Source: Adapted from Sixmaps 2024

2.1.1 Vegetation

The site consists of managed paddocks with limited canopy and a high proportion of exotic vegetation contribution that is regularly slashed and is subject to minor regenerating native vegetation. The site

contains no canopy vegetation providing minimal habitat and negligible connectivity to higher quality patches of vegetation to the west and south of the Study Area. The entire Aero Park Estate site will be cleared in the proposed development including approx. 2.26ha of degraded native vegetation.

The vegetation within the Subject Site is not mapped Biodiversity Value (BV) Mapped Land. No threatened flora or fauna species were identified during survey. No nests were present on the ground, and minimal habitat was available with vegetation regularly slashed.

2.1.2 Bushfire

The Subject land is mapped as “Bushfire Prone Land – Vegetation Buffer”. The development site and surrounds occur within the Upper Central West Plains Region, with is classified as a Fire Danger Index (FDI) of 80 as per NSW Rural Fire Service Local Government Areas FDI. However, grassland located within the Aero Park Estate was deemed to be landscaped and as such does not constitute a hazard.

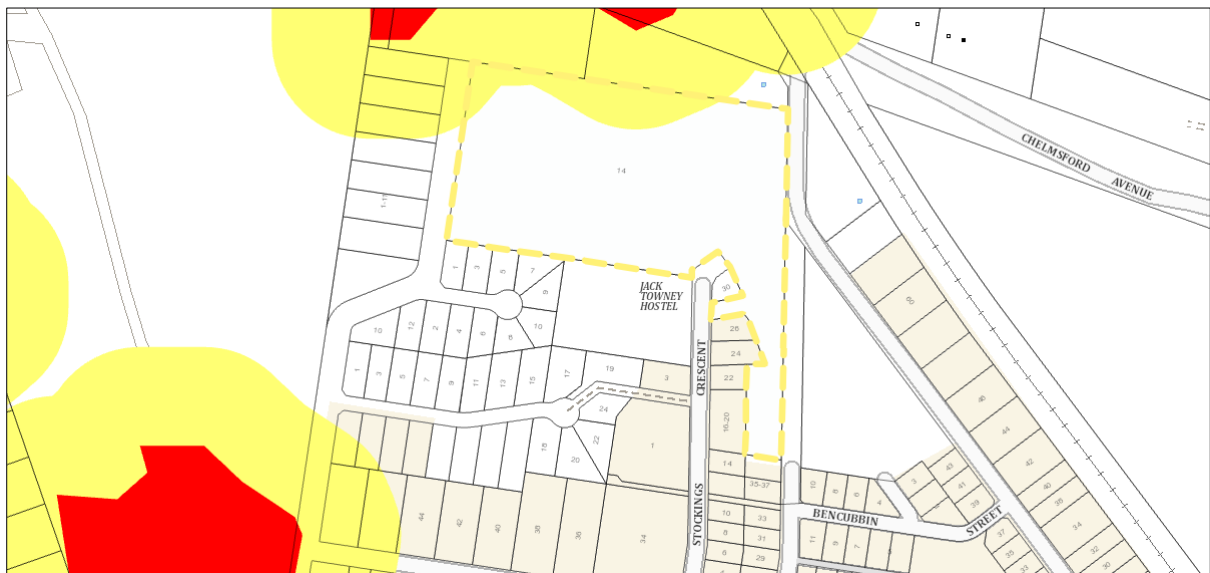


Figure 2 Bushfire Prone Land Mapping. Source: ePlanning Spatial Viewer 2024

2.2 Background

The site is within the Aero Park Estate, a 57 Lot staged residential subdivision, approved by Development Consent DA23/12 on the 18 December 2012.

Post decommissioning of the TWAF, the last stage of subdivision will comprise an additional 10 lots at Wirraway Place. It is intended that Marshall Street from the intersection with Farrer Street will be constructed, and utilities and services including water, sewer, stormwater infrastructure, electrical services and telecommunications services extended to service the proposed development. These works are to be completed under a subdivision works certificate under the approved subdivision, and do not form part of the proposed development.

The development of the subdivision (Stage 1) has commenced, with Deposited Plan No. 1189672 registered on 11 October 2013 creating:

- Lots 1 – 5 fronting Farrar Street. These have been developed for residential development.
- Lots 6 – 17 fronting Hercules Street (originally named Spitfire Street). These have been developed for residential development and marketed for sale in 2024.
- Lots 20 – 27 fronting Marshall Street. These are registered lots but are not developed. Marshall Street has not been constructed.
- Lots 18 and 19, fronting Stockings Crescent.
- Residue lot, being Lot 28, fronting Federation Street which includes a stormwater retention pond.

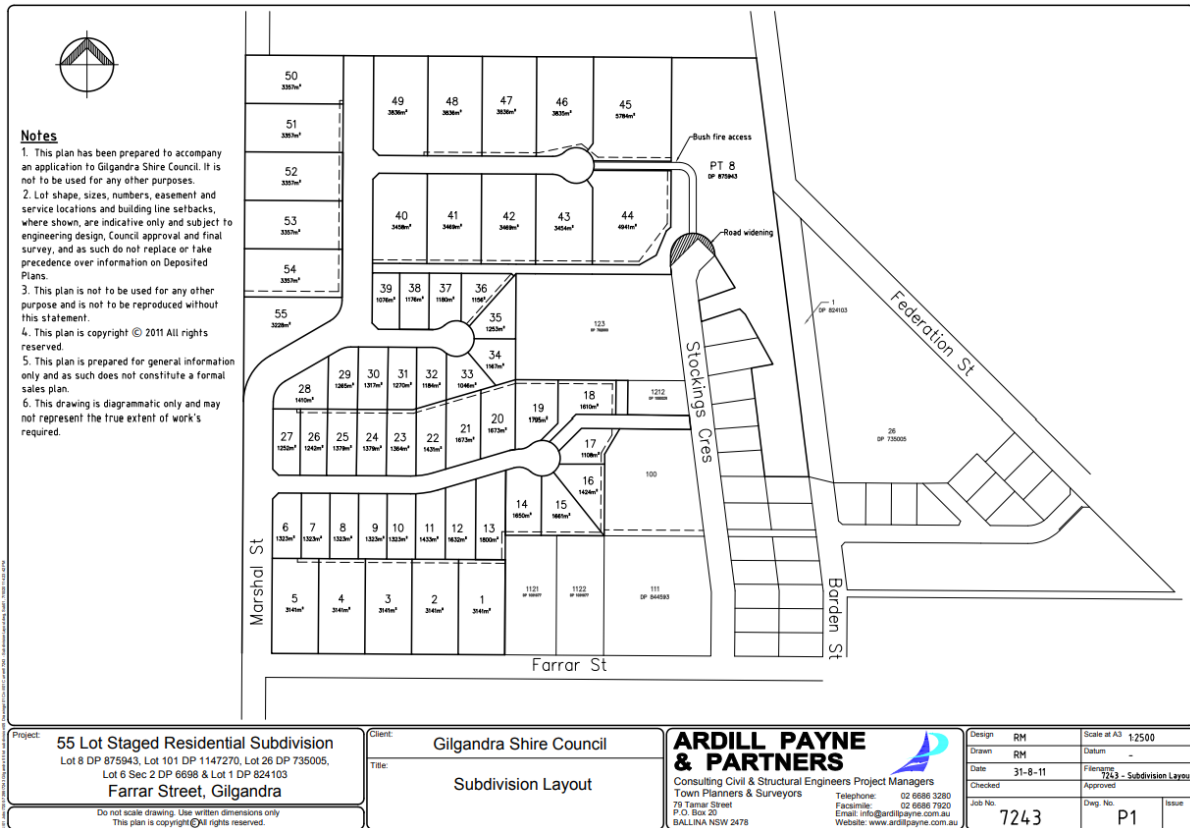


Figure 3 Aero Park Estate Approved Subdivision Layout Approved DA 23/12. Source: Ardill Payne & Partners 2011



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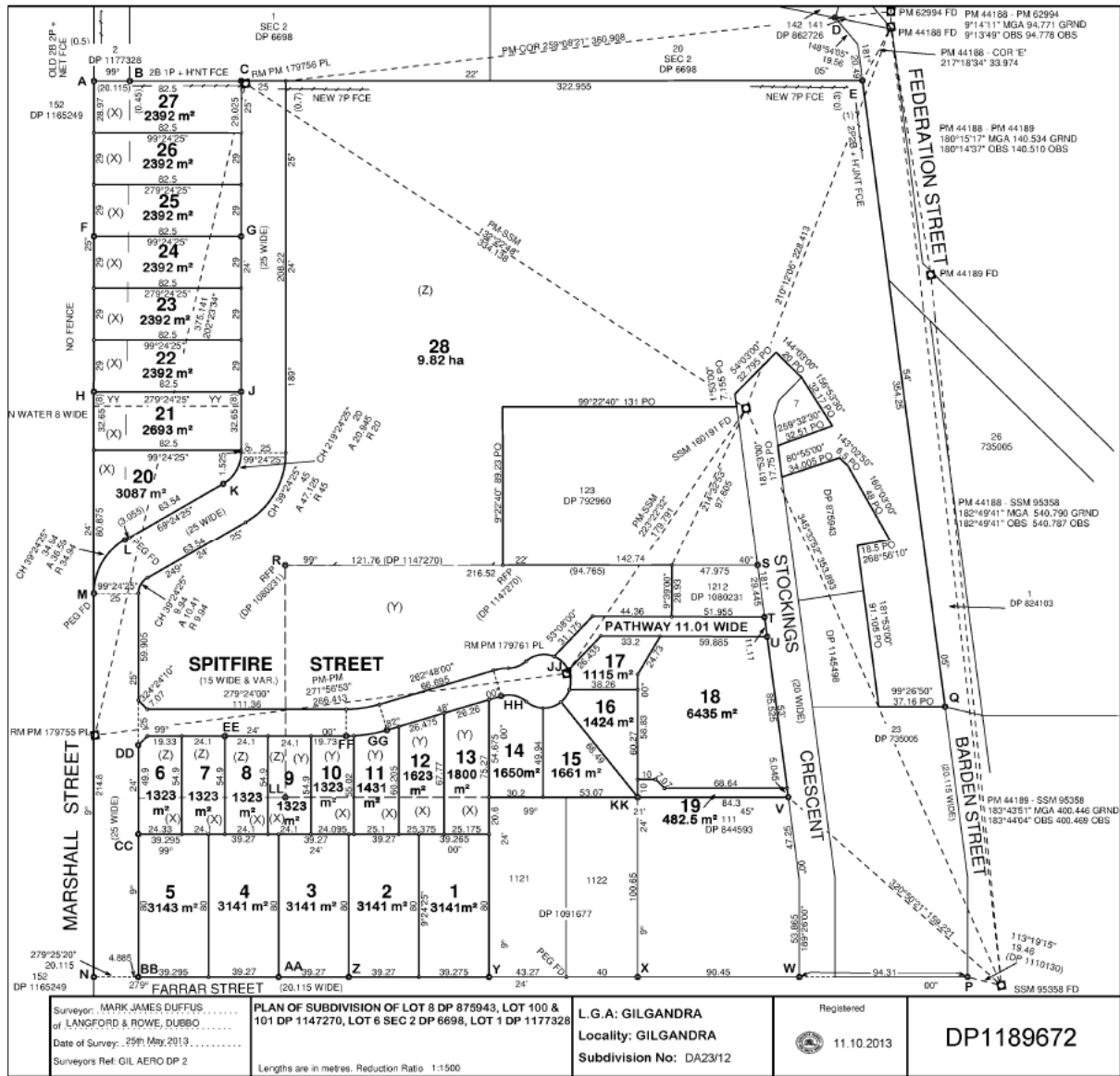


Figure 4 Registered Plan DP1189672

Deposited Plan No. 1293728 was registered on 27 August 2024 creating:

- Lots 28 – 37, Hercules Place
- Lots 38 – 49, Jabiru Place
- Residue Lot, being Lot 50

This will be the site of the TWAF. See Figure 5 below. Post decommissioning of the TWAF, the last stage of subdivision will comprise an additional 10 lots at Wirraway Place.

It is intended that Marshall Street from the intersection with Farrer Street will be constructed, and utilities and services including water, sewer, stormwater infrastructure, electrical services and telecommunications services extended to service the proposed development. These works are to be



completed under a subdivision works certificate under the approved subdivision, and do not form part of the proposed development.

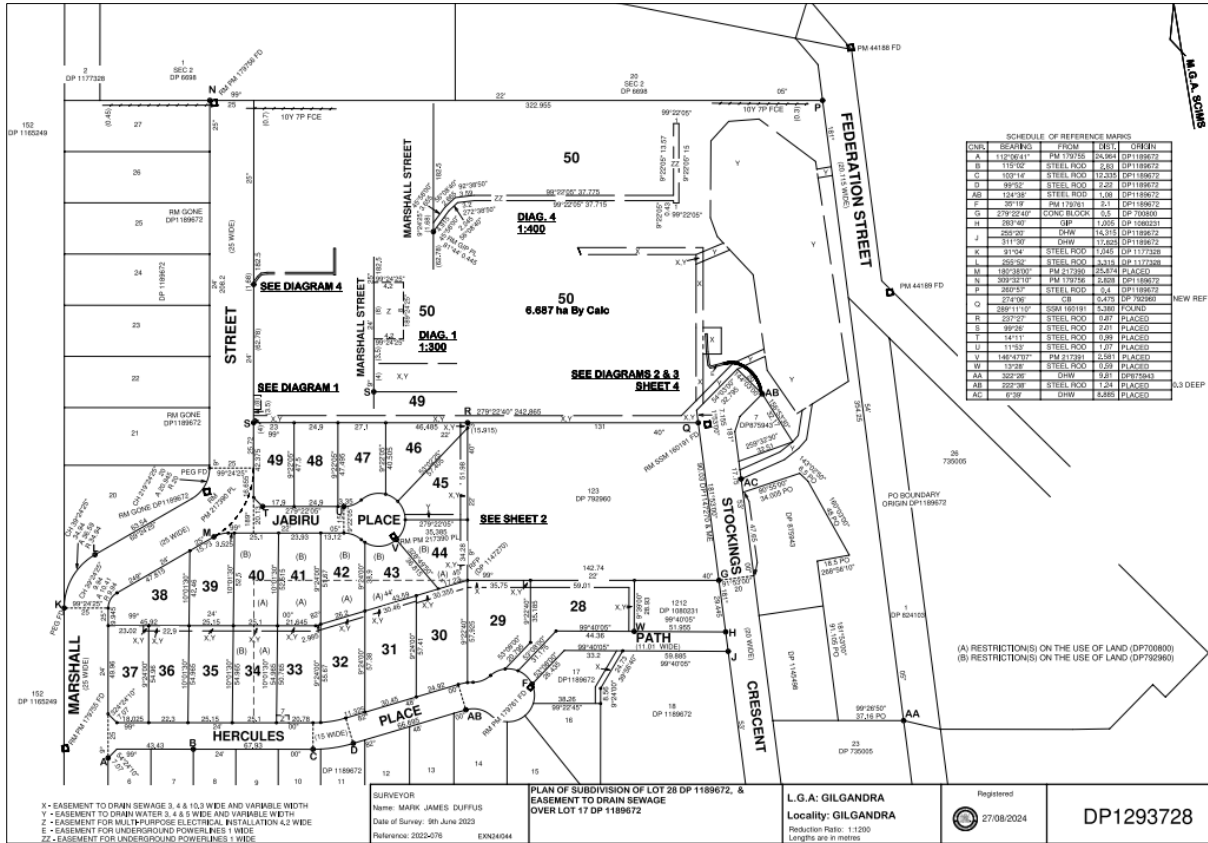


Figure 5 Registered Plan DP1293728

3 Proposed Development

3.1 Summary

The proposal is for the use and operation of the site for temporary workers accommodation and associated site enabling works, and construction of infrastructure and car parking to support the operation of a temporary works accommodation facility. The installation of prefabricated accommodation units and the associated access arrangements such as stairs and ramps, do not form part of the Development Application. The use of the site for temporary workers accommodation will facilitate housing of the construction workforce for large infrastructure projects such as the Inland Rail project or regional renewable energy projects.

This site has been designed to accommodate up to 500 people. An indicative layout plan (

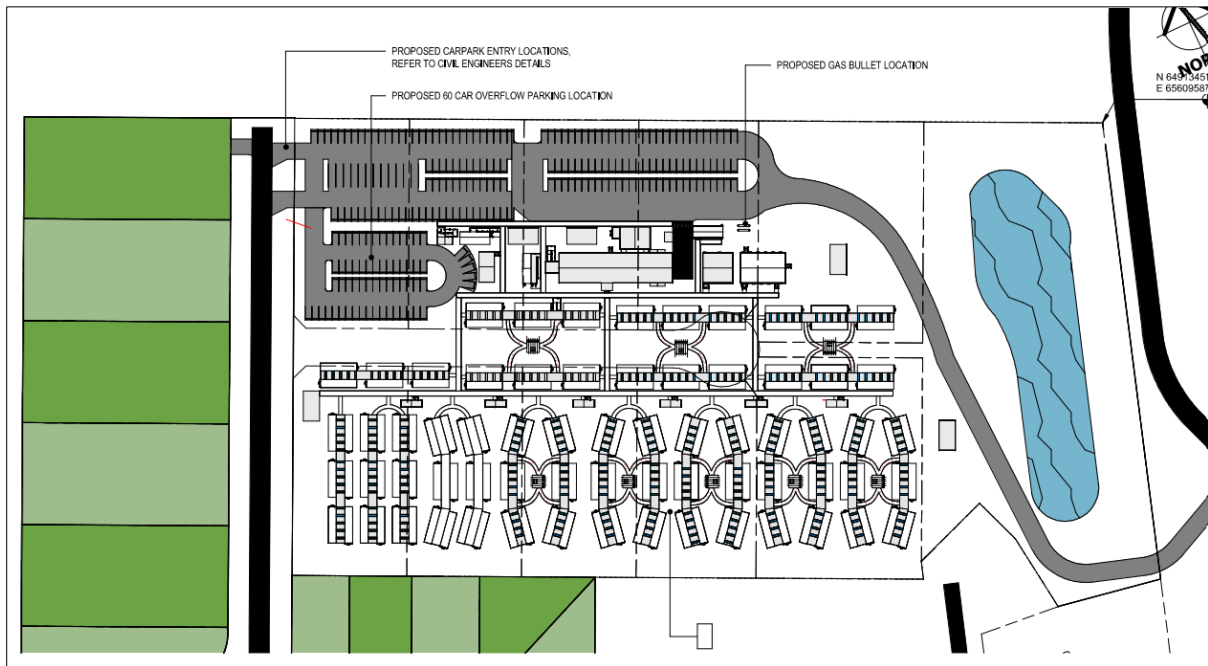


Figure 6) providing a total of 66-unit blocks have been arranged in a stacked formation across the site, with frontage to Marshall Street. The indicative layout plan has separate rooms for 524 people, allowing flexibility to enlarge selected rooms or increase the number of rooms for persons with disabilities (currently four rooms) depending upon requirements. This arrangement would be supported by the construction of 241 vehicle parking spaces, which includes disabled parking provisions, and 36 long/heavy vehicle parking spaces.

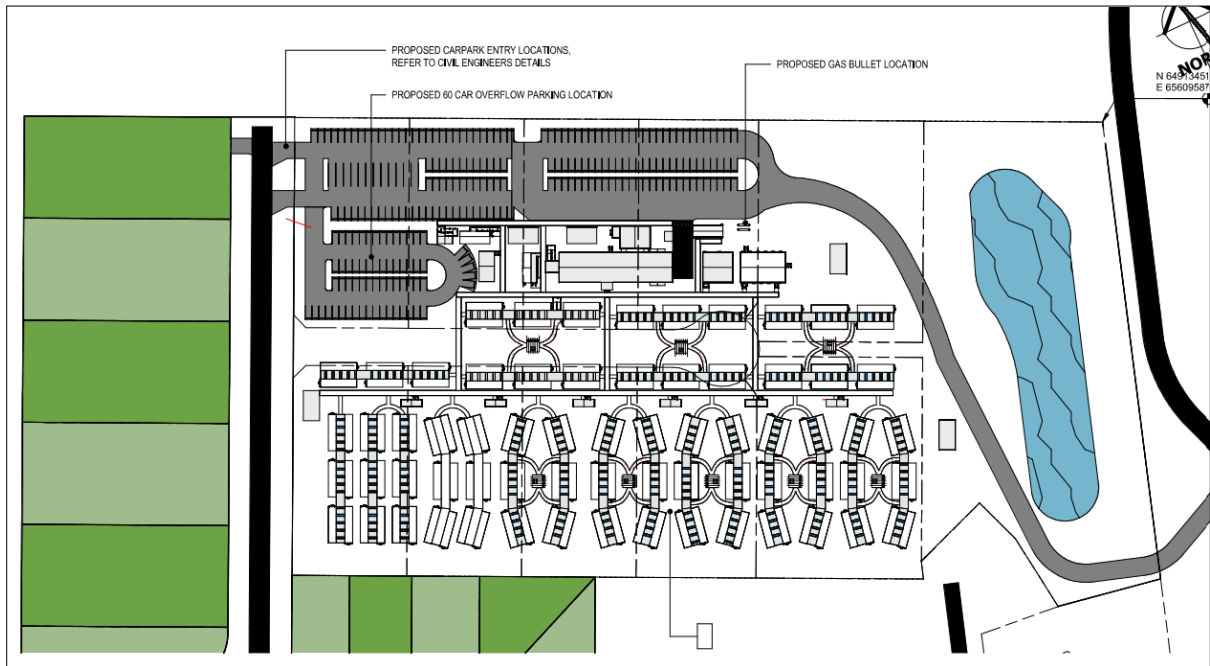


Figure 6 Site Plan. Source: Andre Melville Building Design October 2024

3.2 Site Establishment Works

Establishment of the site involves the following proposed works:

- Installation of site environment management and traffic controls, including drainage and erosion management controls.
- Erection of site fencing surrounding the construction areas and areas that are impacted and ensure that they are clearly delineated.
- Vegetation clearing and removal, where required, including slashing, mulching, and stockpiling for reuse.
- Topsoil stripping (where present) and stockpiling of material for reuse.
- Construction of foundation pads to contain the temporary workforce accommodation buildings.
- Establishment and construction of access points off public roads.
- Installation of site infrastructure and construction works including landscaping, internal roads, stormwater infrastructure, services, and utilities.
- Relocation and protection work for utilities where required.

At the ceasing of the TWAf, temporary accommodation units can be removed and the outstanding 10 residential Lots as per DA23/12 will be developed.

3.3 Traffic, Access, and Parking

To facilitate the workers accommodation and to distribute traffic generated by the proposal, a new internal road will be constructed that will intersect with Federation Street, approximately 300m north of Bencubbin Street. New internal access roads and carparks will be constructed along the northern boundary of the site to minimise impacts on the residential development to the south.

The site will accommodate 229 light vehicle spaces and 12 long/heavy vehicle spaces. The designated overflow car parking can be utilised for both light and heavy vehicles as required.

It has been estimated that 150 workers that live within a 2-to-3-hour radius of the subject site will drive and require parking for light vehicles. The remainder of workers will be fly-in fly-out (FIFO) transferred from local airports to the TWAF by shuttle bus or drive-in drive-out (DIDO) from within the region.

For daily work, approximately 85% of workers will utilise shuttle buses to and from the site and Inland Rail Project or regional renewable energy projects construction sites. The location of the accommodation is suitable to give workers safe and reasonable access to the works site.

3.4 Stormwater and Sewerage

During development of Aero Park Estate Stage 1, trunk stormwater drainage pipework was constructed through the TWAF site at the future location of Wirraway Place (see Temporary Workers Accommodation Facility Civil Documentation for Development Application by DRB Consulting Engineers). The pipe network conveys stormwater emanating upslope and west of Aero Park, and also from within Aero Park, to the retention pond to the east of the TWAF site on Lot 50. Street drainage pits along the future length of Wirraway Place have also been constructed.

The proposed TWAF stormwater system has been designed to incorporate the existing Wirraway Place pit and pipe network as well as grass drainage swales to capture runoff from the hardstand areas, car parks and roof areas. Stormwater in the swales is also conveyed to discharge points at the retention pond to the east of the TWAF site on Lot 50.

The final stage of Aero Park Estate development at Wirraway Place requires construction of a new wastewater pump station (WWPS) east of the TWAF site, which will also service Lots 20 – 27 fronting Marshall Street (see Appendix 5 in Water & Sewer Servicing Report by Wallace Design Group). The design employs a rising main to deliver sewage eventually back to the existing WWPS No.15 at Lot 19.

Multiple sewer manholes will be constructed along the future location of Wirraway Place. The TWAF contractor will need to connect to a suitable sewer manhole location and construct the sewer reticulation works to the TWAF.

3.5 Construction

Construction activities associated with the subdivision and to establish the site are anticipated to take approximately six months to complete. During the construction phase, construction site facilities and compound areas will be established within the Development site and access for all construction related traffic will be via Marshall Street. Construction activities are proposed to be undertaken during normal working hours as follows:

- Monday to Friday 7:00 am to 6:00 pm.
- Saturday 8:00 am to 1:00 pm.
- No work on Sunday or public holidays

3.6 Operations

3.6.1 Staff Operations

The camp management staff, including cleaning, catering and administration are likely to number 32. It is anticipated that up to 12 staff members will be local and the remainder from out of town.

3.6.2 Waste Management

Waste generated onsite will be sorted into general waste and recyclables for collection and disposal at the Gilgandra Waste Management Facility (GWMF). Section 6.1.10 of this report provides further detail and discussion regarding waste management for the development.

3.6.3 Security

The site will be fenced, and the office staffed 24 hours a day, the site will be regularly monitored by a local security firm to be determined by the operator.

3.6.4 Length of Operation

The TWAF is a temporary land use, with the TWAF ceasing operation and infrastructure, buildings being or decommissioned and removed once and the demand for the facility and a temporary construction workforce is no longer required. Following cessation of the TWAF, the site will be available to be developed for residential subdivision as approved in DA 23/12.

The timeframe for operation is estimated to be up to 5 years from the date of commencement unless required for additional infrastructure projects within the region.

4 Strategic Context

4.1 Central West and Orana Regional Plan 2041

The Central West and Orana Regional Plan 2041 (CW&ORP) identifies Gilgandra Shire Council's top economic opportunities to be agribusiness, transport, and logistics. The plan identifies the strategic priority to 'support the development of transport and logistics sectors and associated businesses to maximise Gilgandra's location at the junction of the Newell, Oxley, and Castlereagh highways.'

The region is a major exporter of food and agriculture including beef, lamb, grain, and cotton. Freight volumes across NSW are projected to double by 2030 and triple by 2050 with a large portion of this growth occurring in the Central West and Orana region. High quality, high capacity and efficient freight transport is required to facilitate the movement of agricultural goods to external markets and ports. Objective 4 of the strategy seeks to leverage inter-regional transport connections with the Inland Rail Project and nominates Gilgandra as a key site for the development of TWAF to support the project.

The proposed development is consistent with the CW&ORP as it contributes to the strengthening and leverage of inter-regional connections and enables the Council to redevelop the site as a residential subdivision once the Inland Rail Project has been completed to accommodate future economic growth within the region.

Central West and Orana is also identified as a Renewable Energy Zone (REZ) suitable for large scale wind, solar and bioenergy generation under Objective 2. Objective 2 seeks to support the State's transition to Net Zero by 2050 and deliver the Central-West Orana Renewable Energy Zone. Construction of at least five large-scale infrastructure projects have been identified within the region with this development potentially providing temporary accommodation arrangements for the construction workers for the duration of these projects.

The proposed facility will deliver temporary accommodation to support the employment opportunities during the construction phases of the Inland Rail Project and the REZ. The proposed development aligns with the above objectives and associated actions of the CW&ORP.

4.2 Gilgandra Local Strategic Planning Statement

The Gilgandra LSPS was adopted by Council on 23 June 2020 and aims to maintain the relaxed rural lifestyle and grow the Shire through the development of new employment, industry, and community service.

Gilgandra Shire Council is located at strategic crossroads of three major highways of Newell, Oxley, and Castlereagh Highways in addition to the Dubbo-Gilgandra-Coonamble Rail Line. Relevant themes and actions are listed below:

Theme 1 – A Vibrant and Connected Community

Planning Priority 3 – Infrastructure Connectivity for People and Freight.

Actions:

- Advance Gilgandra’s strategic transport location by supporting any strategies that advocate freight and transport linkages.
- Identify opportunities for delivery of complimentary investments and infrastructure to leverage off the Inland Rail Project, with a strong focus on the proposed industrial subdivision adjacent to the existing rail corridor.
- Advance a business case to encourage construction for modern and efficient infrastructure that provides connectivity between Inland Rail and the existing Country Rail network (Dubbo to Coonamble line) at Curban.

Theme 2 – A Diversified and Prosperous Economy

Planning Priority 4 – Industry Diversification.

Actions:

- Prioritise and support projects that can demonstrate the creation of new jobs and education/training pathways in the region and will help to build a diverse multi-skilled workforce.

The proposed temporary workers accommodation will be expanding employment opportunities in the region and support major infrastructure projects that are vital to the interconnectivity of NSW which is expected to drive economic value to the LGA of the next 50 years. Support for the proposed residential subdivision is provided by Theme 1 and Theme 2 of the Gilgandra LSPS.

4.3 Australian Rail Track Corporation (ARTC) – Inland Rail Project

The ARTC Inland Rail Project will connect Brisbane to Melbourne via a 1,700 km inland freight rail network through regional QLD, NSW, and Victoria. The project will be delivered with funding provided by the Australian Government as well as partnership with the private sector. The Australia Government has committed \$14.5B of equity to support the delivery of the project which is expected to deliver an economic boost of more than \$18B of GDP during construction and during the first 50 years of operation.

The Gilgandra town centre lies to the east of the proposed Narramine to Narrabri (N2N) via Curban Inland Rail corridor which will provide strategic and important freight links through regional NSW. The Gilgandra LSPS 2020 has identified intent to prepare a business case for construction of rail infrastructure to connect the Inland Rail with the existing Country Rail network (Dubbo to Coonamble line) at Curban.

The proposal is an important link to the construction and development of the Inland Rail Project to provide efficient infrastructure within the region. The improved connectivity provides opportunities for Gilgandra to leverage future growth through new industry, employment pathways, and residential growth.

5 Statutory Assessment

5.1 Environmental Planning and Assessment Act 1979

This report assesses the proposal against the relevant statutory requirements of the EP&A Act, and other legislation, plans and policies as applicable. Section 4.15 of the Act outlines the relevant heads of consideration that must be considered when assessing a development proposal.

The following considerations have been made under section 4.15(1)(a):

- Environmental planning instruments, proposed instruments and development control plans that are relevant to the site or development are considered below,
- There are no known planning agreements applicable to the site; and
- The Environmental Planning and Assessment Regulation 2021 (the Regulation) has been considered below.

The remaining matters for consideration under section 4.15(1)(b), (c), (d) and (e) are considered within sections 6, 7, 8 and 9 of this Statement.

5.2 Objects of the Act

The objects of this Act are as follows:

- (a) to promote the social and economic welfare of the community and a better environment by the proper management, development, and conservation of the State's natural and other resources,*
- (b) to facilitate ecologically sustainable development by integrating relevant economic, environmental, and social considerations in decision-making about environmental planning and assessment,*
- (c) to promote the orderly and economic use and development of land,*
- (d) to promote the delivery and maintenance of affordable housing,*
- (e) to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities, and their habitats,*
- (f) to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage),*
- (g) to promote good design and amenity of the built environment,*
- (h) to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants,*
- (i) to promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State,*
- (j) to provide increased opportunity for community participation in environmental planning and assessment.*

The proposed development supports the objects of the EP&A Act, in particular object (c).

The proposal promotes the orderly and economic use and development of land by using underutilised land to support the ongoing construction of the Inland Rail Project and support expanding employment opportunities for those involved.

5.3 Integrated Development

Integrated development is outlined in Section 4.46 of the EP&A Act. This development will require the following integrated referrals:

- i.* Roads Act 1993

The proposal may include works within the road reserves of Marshall Street and Federation Street, both being public roads, and as such the proposal will require a S.138 approval. Given that both roads are local roads, the relevant road authority is Gilgandra Council.

- ii.* Rural Fires Act 1997

Authorisation under section 100B in respect of bush fire safety of subdivision of land that could lawfully be used for residential or rural residential purposes or development of land for special fire protection purposes.

The development proposes to use the site for tourist and visitor accommodation on land that is partially designated as Bushfire Prone Land, accordingly referral to the NSW Rural Fire Service is required.

5.4 Environmental Planning and Assessment Regulations

Part 6 of the Environmental Planning and Assessment Regulation 2021 (The Regulation) contains instruction on procedural matters relating to DAs. The application has been prepared in accordance with The Regulation.

5.5 Draft Environmental Planning Instruments

Currently there is no formal definition for temporary workers accommodation. A new planning framework and guidelines to help regional councils plan housing for temporary and seasonal workers was on exhibition from 16 August to 27 September 2023. The proposed changes aimed to give councils more certainty and clarity around how to plan and deliver worker accommodation.

The exhibition package proposed the following changes to the Standard Environmental Planning Instrument:

- Introduce a standard instrument definition for temporary workers accommodation.
- Provide guidance on local provisions for rural workers dwellings and temporary workers' accommodation.
- Provide guidance on locational and zoning considerations for rural workers dwellings and temporary workers' accommodation.
- Strategic planning guidance.

The draft guidelines provide guidance on the controls that Council may wish to include in their local provisions for temporary works accommodation. These are listed in the table below together with reference to where this matter is addressed in the Statement. This has been provided for information only and is not required for development consent.

Table 3 Considerations within draft guidelines

Consideration	Section of Statement
The need for the accommodation	Section 4
Sectors	Section 4
Site access	Sections 3.3 and 6.1.2
Locational requirements	Section 3.3
Land-use conflict	Section 5.7 and 6.1
Utilities	Section 3 and Section 6.1.8
Infrastructure to be retained	Section 6.1.8
Future use of the Land	Sections 2.2
Environmental values	Section 6
Scenic impact	Section 6.1.9
Onsite facilities	Section 3
Plan of management	To be developed as part of detailed design

5.6 State Environmental Planning Policies

State Environmental Planning Policies (SEPPs) are environmental planning instruments administered under the EP&A Act. SEPPs deal with issues considered to be of significance for the State and the people of NSW. In the determination of the development application, the consent authority will consider these matters pursuant to section 4.15(a)(i) of the EP&A Act. The SEPPs relevant to the proposed development, and the land on which the development is situated, are considered below.

5.6.1 State Environmental Planning Policy (Biodiversity and Conservation) 2021

Chapter 4 Koala Habitat Protection

This policy aims to encourage the conservation and management of areas of natural vegetation that provide habitat for koalas. In accordance with this policy, as there is not an approved koala plan of management for the site, the impacts of the koalas and habitat need to be assessed before Council can grant consent for the development. Anderson Environment and Planning (AEP) carried out a koala assessment report including a desktop review, flora, and koala presence surveys to determine the impacts of the development. The site comprises managed paddocks and a few native trees consisting of *Eucalyptus camaldulensis*, and *Callistris glaucophyll*. The assessment noted the potential for one *Callistris glaucophyll*, a koala use tree species listed under Schedule 3. The site is considered Koala habitat based on the habitat within the 5 km surrounding the site, and records of koala sightings within the last 18 years. As such, koala presence surveys were conducted to determine impacts and management requirements. The surveys failed to identify any signs of koala presence making it unlikely for koalas to be present in the area.

The assessment concluded that the development is located mostly within a cleared area of the site to avoid and minimise the removal of vegetation as much as possible. It was determined that the site does not support highly suitable koala habitat and as no koala are present on the site the development and the removal of the *Callistris glaucophyll*, will have minimal to no impact on the koala population within the region. It was determined that the Biodiversity Offsets Scheme is not triggered by the development based on past approvals and given that the site provides marginal habitat.

Recommendations associated with the overall ecological assessment have been provided within Section 6.1 of this report.

5.6.2 State Environmental Planning Policy (Planning Systems) 2021

Schedule 6 of State Environmental Planning Policy (Planning Systems) 2021 outlines the requirements for Regionally Significant Development. Development of private infrastructure that has a capital investment value of more than \$5 million is considered Regionally Significant Development for the purposes of the following:

- (a) a council for the area in which the development is to be carried out is the applicant for development consent, or*
- (b) the council is the owner of any land on which the development is to be carried out, or*
- (c) the development is to be carried out by the council, or*
- (d) the council is a party to any agreement or arrangement relating to the development (other than any agreement or arrangement entered into under the Act or for the purposes of the payment of contributions by a person other than the council).*

In this regard, as Gilgandra Regional Council is the owner of the land on which the development is to be carried out, however the estimated development cost is \$2,071,767.52. The development is therefore not regionally significant development.

5.6.3 State Environmental Planning Policy (Transport and Infrastructure) 2021

Chapter 2 Infrastructure

Chapter 2 of the Transport and Infrastructure SEPP aims to facilitate the effective delivery of infrastructure across the state. Clause 2.122 of the SEPP specifies provisions for traffic generating development. Section 2.122 traffic generating development applies as the development provides fifty (50) or more car parking spaces to be provided or if the site is within 90 metres of a classified road.

A Traffic Impact Assessment completed by Constructive Solutions was undertaken to determine the extent of traffic to be generated and the impacts on the existing road network. The report confirmed that the development is not within 90 metres of a classified road, and that the level of traffic generated by the development is acceptable and can be accommodated within the capacity of the existing road network. Section 6.1.2 of this report provides further detail in relation to traffic generation.

5.7 Gilgandra Local Environmental Plan 2011

5.7.1 Zone objectives and Land Use Table

The site is zoned R1 General Residential which has the following objectives:

- To provide for the housing needs of the community.
- To provide for a variety of housing types and densities.
- To enable other land uses that provide facilities or services to meet the day to day needs of residents.

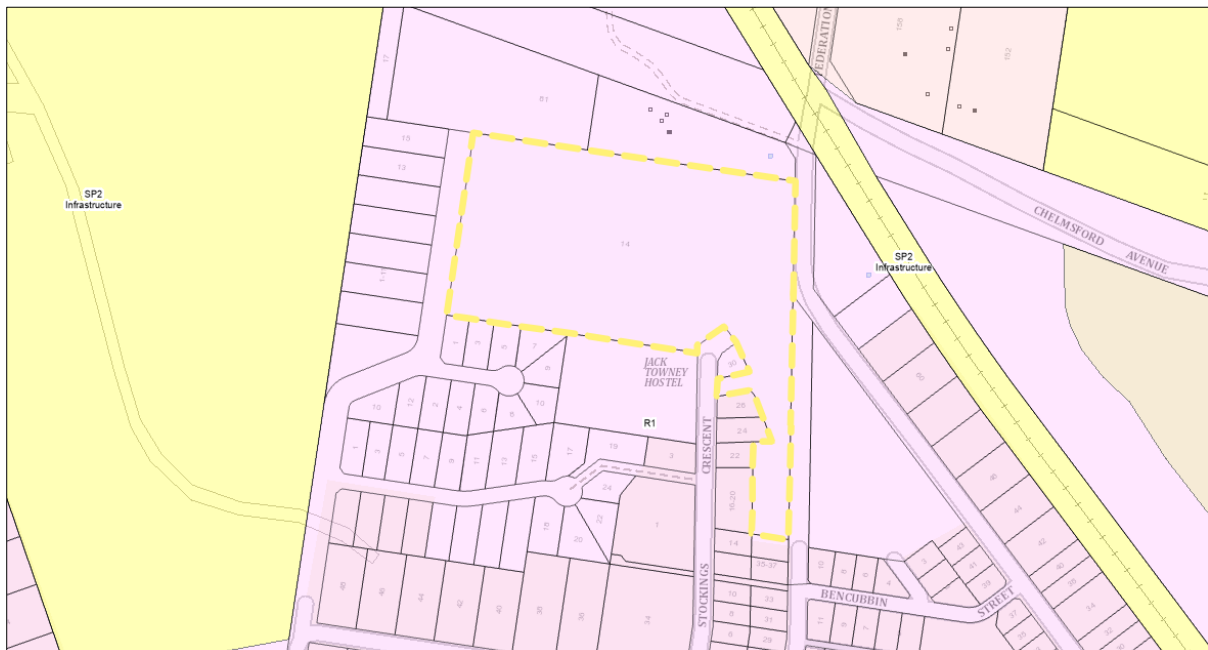


Figure 7 Land Zoning Map. Source: ePlanning Spatial Viewer (2024)

There is no specific definition within the Gilgandra Local Environmental Plan 2011 (GLEP) that clearly defines this development type. Similar developments have been approved using the *tourist and visitor accommodation*, and *hotel or motel accommodation* which are defined as follows:

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) caravan parks, or*
- (h) eco-tourist facilities.*

The proposed development is considered to be *hotel or motel accommodation*, which is defined as below:

A building or place (whether or not licensed premises under the Liquor Act 2007) that provides temporary or short-term accommodation on a commercial basis and that—

- (a) comprises rooms or self-contained suites, and*
- (b) may provide meals to guests or the general public and facilities for the parking of guests' vehicles,*

but does not include backpackers' accommodation, a boarding house, bed and breakfast accommodation or farm stay accommodation.

The proposal comprises self-contained rooms and suites, separate parking and communal facilities, and provision of meals to the workforce, all of which serve to provide temporary accommodation. *Tourist and visitor accommodation* is permissible within consent within the R1 General Residential zone.

5.7.2 Clause 5.14 Siding Spring Observatory-maintaining dark sky

The objectives of this clause is to protect observing conditions are the Siding Springs Observatory by promoting lighting practices that minimise light pollution. This clause requires a consent authority to consider whether the development is likely to adversely affect observing conditions at the Siding Spring Observatory, taking into account the following matters—

- (a) the amount and type of light to be emitted as a result of the development and the measures to be taken to minimise light pollution,*

- (b) the impact of those light emissions cumulatively with other light emissions and whether the light emissions are likely to cause a critical level to be reached,*
- (c) whether outside light fittings associated with the development are shielded light fittings,*
- (d) the measures to be taken to minimise dust associated with the development,*

The proposed Lighting Plan indicates the location and types of external lighting proposed for the development comprising of the following elements:

- Lighting underside the covered walkways will consist of 600 mm long weatherproof battens with an efficacy of 11 Watts, and colour temperature of 4000 Kelvin. A total of 569 lights distanced at 3.5 to 3.6 metres apart.
- A total of 11 back-to-back solar streetlights with a colour temperature of 3000 Kelvin, fixed upon 6m tapered poles across the centre aisles of the car park areas.
- A total of 46 single solar streetlights with a colour temperature of 3000 Kelvin, fixed upon 4m tapered poles throughout the grounds, and 6m poles within the car park area and along Marshall Street.

The colour temperature of the design of the streetlights is consistent with the Dark Sky Guidelines. The colour temperature of the underside lighting is within the range of most preferred and is considered suitable based on their location being shielded to reduce the upward light spill.

An obtrusive light assessment was undertaken to assess the lighting system proposed against AS/NZS 4282:2019 Outdoor Lighting Obtrusive Effects (the Standard) which specifies the requirements for the control of obtrusive effects of outdoor lighting on adjoining development. The assessment considered the site to be A2 Low district brightness under Table 3.1 Environmental Zones, as its surroundings comprise mostly of sparsely inhabited rural and semi-rural areas, consistent with the description within the Standard. The matching A2 values under Table 3.2 Maximum Values of Light Technical Parameters for the assessment were used to determine the vertical illuminance levels, threshold increment and upward light ratio which are provided within the following table.

Table 4 Assessment of illumination

Parameter	Maximum Allowable Value	Result
Illuminance	1 Lux	Pass
Luminous Intensity (Cd) Per Luminaire at 608 locations	7500 Cd at control angle of 83 Degrees.	Pass
Luminous Intensity (Cd) at Vertical Planes – 2 calculations	500 Cd	Pass
Threshold Increment (TI) 2 calculations	20% Adaption luminance of 10.	Pass

The upward waste light ratio (UWLR) for the area is calculated at 0.014 (1.4%), being the proportion of luminous flux emitted by the luminaire above the horizontal position of site. This figure being less than 5 % reflects a low impact within the range of conformance within the Standard.

The development being located more than 90km away from the observatory. As the results of the assessment confirming a minimal impact, the lighting design, and the operation of the site post construction, not likely to generate dust disturbance, the proposed development is likely to have a minimal impact and is considered consistent with the intentions of this clause.

5.7.3 Clause 7.4 Groundwater Vulnerability

The site is mapped as being vulnerable to groundwater systems, and as such, Clause 7.4 applies to the site. The objectives of this clause are to maintain the hydrological functions of key groundwater systems and to protect vulnerable groundwater resources from contamination because of inappropriate development.

Development consent must not be granted to development on land to which this clause applies unless the consent authority is satisfied that—

- (a) The development is designed, sited, and will be managed to avoid any significant adverse environmental impact, or*
- (b) If that impact cannot be avoided by adopting feasible alternatives—the development is designed, sited, and will be managed to minimise that impact, or*
- (c) If that impact cannot be minimised—the development will be managed to mitigate that impact.*

Groundwater seepage may be encountered during the footing construction. Any such seepage should be readily controllable by conventional sump and pump dewatering systems installed at the base of the footing excavation.

The footing excavations should not be left exposed for prolonged periods as deterioration of footing bases may occur when subjected to wetting and drying processes, particularly for clay-based foundation, which may lead to subsequent softening of the founding materials.

Proper drainage measures have been incorporated around the perimeter of the buildings to ensure surface run-off does not ingress into the founding materials and make direct impact to the groundwater level.

5.7.4 Clause 7.6 Essential Services

Under Clause 7.6, development consent must not be granted to development unless the consent authority is satisfied that any of the following services that are essential for the proposed development are available or that adequate arrangements have been made to make them available when required—

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

The proposed temporary workers accommodation will establish basic utilities including, water and sewerage infrastructure, stormwater and drainage, vehicular access to Marshall Street and Federation Street, and will be connected to the existing electricity supply network. The utilities and services will be provided as approved within DA23/12 to enable the development to be adequately serviced and enable the future use of the site as residential allotments to occur post development without impediment.

5.8 Gilgandra Development Control Plan 2011

The Gilgandra DCP (GDCP) 2011 supports the GLEP 2011. It provides general controls within the LGA that should be considered in the preparation of a development application. Within the GDCP the following sections are considered relevant:

- 14 – Car Parking.
- 21 – Environmental Hazards.
- 22 – Waste Minimisation and Management.
- 24 – Utility services, water, and roads.
- 26 – Stormwater management.

Table 5 GDCP Assessment

Clause	Control	Comment
<i>14 – Car Parking</i>		
	<i>All car parking, motorcycle and bicycle requirements must be fully provided on-site.</i>	All parking facilities are provided on site as required.
	<i>Pedestrian movements should be separated from vehicular traffic as much as physically possible. Where possible pedestrian thoroughfares within the parking area should be provided. Such areas are to be suitably integrated with the landscaping proposals for the parking area.</i>	Pedestrian pathways, access routes, and thoroughfares have been provided and separated where possible, which directs pedestrian across the site in a safe manner. Landscaping has been provided within the parking area around the perimeter and along median strips.
14.4	<i>Disabled access and parking facilities are to be provided in accordance with AS</i>	Disabled parking has been provided as required.



Clause	Control	Comment
	<i>2890.1, National Construction Code and the Commonwealth Disability Discrimination Act 1992.</i>	
14.6	<i>Hotel or motel accommodation – 1 per unit plus 1 per 2 employees</i>	<p>Up to 500 rooms could be installed, as well as staff who will be working on site. The use of this parking rates is not considered proportionate to the operation of TWAF sites. The assumed parking rate provided within the TIA confirms that a total of 241 off street parking spaces is appropriate based on similar developments within the Inland Rail Project.</p> <p>The site provides a total of 12 bus and shuttle spaces and 229 car parking spaces; to provide a total of 241 off street parking spaces. The designated overflow car parking can be utilised for both light and heavy vehicles as required.</p>
21 Environmental Hazards		
21.3	<i>Applicants seeking consent for subdivision and development on bushfire prone land shall ensure that the requirements of Planning for Bushfire Protection, NSW Rural Fire Service 2006 has been satisfied.</i>	The site is partial mapped as bushfire prone land. Therefore, a bushfire impact assessment has been prepared and separately submitted as part of this application, which addressed the requirements for Bushfire Protection.
22 Waste Minimisation and Management		
22.4	<i>Every dwelling should have a waste cupboard or alternative temporary storage area of sufficient size to hold a single day's waste and to enable source separation of garbage and recyclables.</i>	It is anticipated that the rooms in the accommodation units will be provided with bin/s to hold minor general waste. Each unit will have access to larger 240L bins within the communal areas to separate general waste and recycling.
	<i>Any communal waste storage area shall be located in a position which is accessible by all residents for the depositing of waste and for the relocation of bins to the collection position.</i>	The bin enclosure has been located adjacent to the loading / unloading area of the car park. The bins within the communal areas will be managed by staff for collection as required.
24 Utility Services, Water and Roads		

Clause	Control	Comment
24.1	<i>Applicants are to provide connections to the following services where available to the site - water, sewerage, telephone and electricity, on site.</i>	The proposal will provide the required serviced connections including water and sewerage, telephone, and electricity.
26 Stormwater Management		
26.1	<i>Development is to be sited and built to minimise disturbance of the natural drainage system.</i>	The proposal has been designed to minimise its overall footprint which will limit the area of hardstand surfaces. Roof catchment, car parking, pathways, and hardstand areas will be suitability managed by the proposed stormwater system, minimising disturbances to natural drainage across the site and the surrounding area.
	<i>Impervious surfaces are to be minimised and soft landscaping and/or permeable paving used to promote infiltration and reduce stormwater run-off.</i>	The indicative unit layout has been designed to minimise building footprints and reduce runoff associated with roof catchment and surrounding hardstand areas.

5.9 Developer Contributions

The subject site falls within the catchment of Gilgandra Section 7.12 Development Contributions Plan. As such Council will levy the development based on the cost. At present the rate is 0.5% for commercial development over \$500,000

6 Likely Impacts of the Development

6.1 Environmental Impacts

This section addresses all the likely impacts of the development in the locality, including impacts arising from the development, and impacts on the development in accordance with Section 4.15(1)(b) of the EP&A Act.

6.1.1 Air Quality

Minor air quality impacts such as dust, vehicle and machinery emissions are likely during the construction phase. Dust emission sources are likely to include:

- Loading and dumping of material.
- Levelling, grading, and compacting of disturbed soil surfaces.
- Wind erosion of exposed unstable soil surfaces and localised stockpiles.

These impacts are temporary and localised in nature and will be mitigated within the Construction Environmental Management Plan (CEMP) through dampening techniques, sediment, and erosion control measures.

Vehicle exhaust emissions during the construction phase have the potential to impact on air quality. These impacts are likely to be minor and will be mitigated within the CEMP, detailing equipment management, distance to receptors and construction hours. The development, once completed and operational, is likely to generate minimal impacts to the air quality.

6.1.2 Traffic Impacts

A Traffic Impact Assessment (TIA) has been prepared by Constructive Solutions Pty Ltd and has been separately submitted as part of this application. The report was required to identify the likely traffic and parking impacts of the proposed development on the surrounding area and road network. The assessment relies on information and data from the Inland Rail Project, provided within the Narramine to Narrabri Environmental Impact Assessment, Part C Impact Assessment Key Construction Infrastructure, Chapter C2 Assessment of temporary workforce accommodation, completed by the Australian Rail Track Corporation (ARTC), 2020. This is typical of the operation of a temporary workforce servicing large regional infrastructure projects.

The construction phase for the development is anticipated to be approximately six months with construction related traffic having a negligible impact on the performance of the existing Oxley Highway, Marshall Street intersection and the surrounding road network.

In terms of operation of the TWAF, there is differentiation between the traffic generation associated with arrival and departure of fly-in fly-out (FIFO) / drive- in drive out (DIDO) and general operational traffic. It is estimated that 150 workers will drive in / drive out within their own vehicles to the TWAF

site outside of peak times and park onsite for the duration of their stay. The volume of traffic is likely to be variable depending on the capacity of the TWAF and extent of work being carried out at any one time. Noting that the residential subdivision has not been fully developed, the extent of these movements is within the capacity of the existing network.

In the assessment of the operational impacts, the RTA Guide to Traffic Generating Developments, 2022 was used to determine traffic movements. The movements associated with the approved residential subdivision is provided in the table below.

Table 6 Predicted Traffic Generation from Residential Subdivision. Source: Constructive Solutions, TIA Rev 1.1

No. Lots	AADT	Predicted Daily Traffic	Peak Hour Vehicle Trips Volume	Predicted Peak Hour Traffic
38	9 Daily Trips per Dwelling	342	0.85 per Dwelling	33

The predicted peak residential movements above were considered against the expected operational traffic being generated by the development as provided within the table below.

Table 7 TWAF Traffic Generation Estimations. Source: Constructive Solutions, TIA Rev 1.1.

Item	Operational Traffic Generation Estimates	Number of Vehicles
A1	Assume 15% of the 500 workers will be Inland Rail employees and major contractors/subcontractor using their own vehicles for travel to and from the TWAF and Inland Rail Construction Sites.	75
A2	Based on the estimated maximum occupancy rate of the TWAF (500 pax), it is estimated that 85% of workers (425) will require shuttle buses to and from the TWAF and Inland Rail construction sites as follows: (i) 6 x 40-seater bus. (ii) 6 x 22-seater bus. (iii) 4 x 12-seater bus.	16
	Total	91

The peak hours for temporary workers accommodation traffic are relative to the Inland Rail construction site commencement and finishing times being:

- AM Peak Time – 5:00am to 6:00am
- PM Peak Time – 5:00pm to 6:00pm

Based on the likely maximum occupancy, it is estimated that the proposal will generate 91 vehicles worth of traffic and assumed 100% of these vehicles will be travelling to and from the TWAF and Inland Rail Project construction sites during the AM and PM peak periods. In consideration of the existing

neighbouring residential areas, the total AM peak traffic generation is expected to be 98 outward movements, and 124 PM internal movements.

The TIA has indicated that the existing surrounding road network, namely Oxley Highway, Castlereagh Highway, Federation Street and Marshall Street have sufficient capacity to cater for the anticipated AM and PM peak hour volumes for the Development and existing residential areas. The desired level of services within a weekday peak hour is C, and D within a weekend peak hour. Each road provides a level of service A, confirming a minimal impact during the operation of the TWAF.

Intersection and road treatments were considered relative to the traffic movements generated by the TWAF. Marshall Street will be extended as per the minimum road design requirements associated with DA23-12. The Castlereagh Highway / Federation Street intersection located 1.3km north of the TWAF, has an existing basic right turn (BAR) access treatment that satisfies the operational requirements posed by the development. Recommendations were made for the Oxley Highway / Marshall Street intersection to provide a basic right turn (BAR) and basic left turn (BAL) treatments to minimise operational impacts of the TWAF. These minor upgrades can be accommodated within the existing road reserve with concurrence from TfNSW if deemed necessary.

The traffic parameters for the intersection of Federation Road / TWAF, warranted both BAR and BAL treatments based on volume. This location has a 50km speed limit and is constrained by existing electricity transmission lines and swale drains on either side of the road reserve. GSC considered the cost, processes, and timeframes, required to provide these treatments. It was deemed unfeasible to relocate the Essential Energy assets and reconfigure the stormwater system, relative to the temporary nature of the development, and future use of the land post development for residential subdivision. GSC have identified a basic T-intersection as the most practical treatment and will consider mitigation measures such as signage noting local traffic only during peak times to reduce impacts.

6.1.3 Parking Impacts

ARTC's Strategic Consultant for Accommodation and Camps, provided assumptions that 241 off street parking spaces to accommodate 205 light vehicles and 36 heavy vehicles will be required for the proposed workers accommodation.

Under the GDCP 2011, the minimum car parking spaces required for tourist and visitor accommodation is 1 per unit, plus 1 per 2 employees. Up to 500 units could be installed on the site, along with 20 employees who will be working on site. The use of the parking rates specified within the DCP for hotel or motel accommodation is not considered proportionate to the operation of TWAF sites.

The site-specific ratio provides the same number of overall spaces and differs from the mix provided by the strategic consultant. This is based on a higher number of heavy vehicles remaining on the construction site and not stored at the TWAF. The site provides a total of 229 light vehicle spaces, 12

bus and shuttle spaces. The designated overflow car parking can be utilised for both light and heavy vehicles as required.

6.1.4 Noise and Vibration Impacts

A noise and vibration impact assessment (NVIA) has been prepared by EMM as part of this application. The NVIA assessed the noise and vibration impacts of the TWAF during construction and operational phases. Background noise was modelled based on the NSW Environmental Protection Authority, 2017, Noise Policy for Industry (NPfI) using software and propagation methods. The rated background levels were identified as 35 dB(A) during the day and 30 dB(A) during the evening and night.

Ten noise sensitive assessment locations were identified and include the nearest residential and commercial locations. Four of these are separate buildings within Jack Towney Hostel development and the remaining six being residential or rural residential properties within 38 to 480 metres of the site.

A qualitative approach was used to determine the noise management levels for noise sensitive receivers during construction. Construction activities are generally considered to be high noise and vibration generating due to the use of heavy machinery. For all locations, the construction noise management levels during standard hours of construction were determined as 45 dB (noise affected) and 75 dB (highly noise affected). All locations exceeded the noise affected level with the highest predicted level being 70 dB, not exceeding the highly noise affected level. Three assessment locations (R01, R02 and R03) are within the human response criterion for vibration. Wherever feasible and reasonable, vibration intensive works will be limited to the least sensitive times of the day. These times would be determined based on the outcomes of consultation with these sensitive receivers.

Accordingly, all works are to be conducted during standard hours where practical. Residents will be notified prior to works commencing and informed of the duration and noise level of the works. To reduce the noise impacts on the sensitive receivers, construction activities will be limited to the following hours:

- Monday to Friday 7:00 am to 6:00 pm.
- Saturday 8:00 am to 1:00 pm.
- No construction work on Sunday or public holidays

Road traffic noise was identified as being within the relevant noise target levels of 55 dB during the day and 50 dB during the night for all locations.

Operation activities were consistent the noise targets for all periods in locations R04 to R09. Operational activities were found to impact the following three noise sensitive locations:

- R01: An exceedance of 2 dB during the day period and an exceedance of 7 dB during the evening and night period was predicted. Noise from the North-facing freezer/chiller was the primary contributor to this result.
- R02: An exceedance of 1 dB during the evening and night period was predicted. Air-conditioning units and the south-facing freezer/chiller were the primary contributors to this result.
- R03: An exceedance of 1 dB during the evening and night period was predicted.

Air-conditioning units and the south-facing freezer/chiller were the primary contributors to this result.

These impacts can suitably be mitigated, where possible by:

- Selection of quieter plant and equipment based on the optimal power and size to perform.
- Operation of plant and equipment in the quietest and most efficient manner.
- Regular inspection and maintenance of plant and equipment.
- Routes for the delivery of materials and parking of vehicles to minimise noise.
- Minimise vehicular movements on site and switching engines off as quickly as possible.

The mitigation measures provided within Section 7 of the report will be implemented within the CEMP to minimise construction and operational noise on sensitive receivers.

6.1.5 Aboriginal Heritage Impacts

An Aboriginal Due Diligence heritage assessment has been prepared by OzArk and separately submitted as part of this application. The assessment, in consultation with the Gilgandra Local Aboriginal Land Council, included a desktop review and visual inspection completed in accordance with the *Due Diligence Code of Practice for the Protection of Aboriginal Objects in New South Wales* and the *Guide to Investigating, Assessing and Reporting on Aboriginal Cultural Heritage in New South Wales*.

The desktop review confirmed previous land uses as well as the location of previously recorded sites. It was noted that several Aboriginal sites have been recorded throughout the region, mostly within locations close to waterways. The closest site is located 1.5km away from the study area. No recordings were identified within the study area.

Visual inspections of the study area were undertaken on 11 April 2023 by archaeologists and representatives of the Gilgandra Local Aboriginal Land Council. No Aboriginal objects or potential archaeological deposits were identified during the visual inspection. The entirety of the study area was considered to have low potential for intact subsurface archaeological deposits. This is based on the previous levels of disturbances, distance from a permanent or semi-permanent watercourse and the undifferentiated nature of the landform. The proposed works will have an impact on ground surfaces; however, no Aboriginal objects or intact archaeological deposits are likely to be harmed by the proposal.

To ensure the greatest possible protection to Aboriginal Cultural heritage values, several recommendations were made. This includes:

- Inductions for work crews should include a cultural heritage awareness procedure to ensure they recognise Aboriginal artefacts.
- Confining all ground disturbance activities within the study area.
- In the unlikely event Aboriginal artefacts or skeletal material are noted, all work should cease and the procedures in the Unanticipated Finds Protocol are to be followed.

6.1.6 Bushfire Impact

A Bushfire Threat Assessment has been prepared by AEP. The assessment is required as the northern boundary of Lot 28 is partially mapped as bushfire prone land (vegetation buffer) on the Gilgandra bushfire prone land map. As the TWAF is defined as Tourist and Visitor Accommodation under the GLEP, it is for a special fire protection purpose and is integrated development under Section 4.46 of the EP&A Act. In accordance with the Planning for Bushfire Protection 2019 (PBP) the assessment will confirm the bushfire protection measures and construction requirements under Australian Standard AS3959-2018.

Hazardous vegetation within 140 metres of the site was considered, with forest and grassland located to the north. The hazard is separated from the Subject Site by landscaped land. As such, the requirement for an asset protection zone (APZ) is minimal. The predominant hazard to the north-west is grassland and as such an APZ will be implemented in this area of the subject site. The following APZ distances apply to the proposal:

- North: Flat/upslope towards Forest (north of landscaped grassland):
 - 67m from the edge of the forest.
 - The grassland APZ described below are prevalent over the APZ calculated from the edge of the forest.
- North, north-west, and West: Flat/upslope towards Grassland (landscaped grassland):
 - 36m from the edge of the grassland.
- East and north-east: Downslope >0-5 degrees towards Grassland:
 - 40m from the edge of the grassland.

In other directions, particularly to the south, south-west, and south-east, hazard vegetation is located within such a distance that no APZs will be required to be implemented within the site. It is considered that the distance between the hazard vegetation and the proposed development construction standards will provide adequate defensible space to comply with the requirements of PBP.

Based on the construction standards under AS3959-2018 determined the Bushfire Attached Level (BAL) rating for the construction of the buildings as being a BAL 12.5.

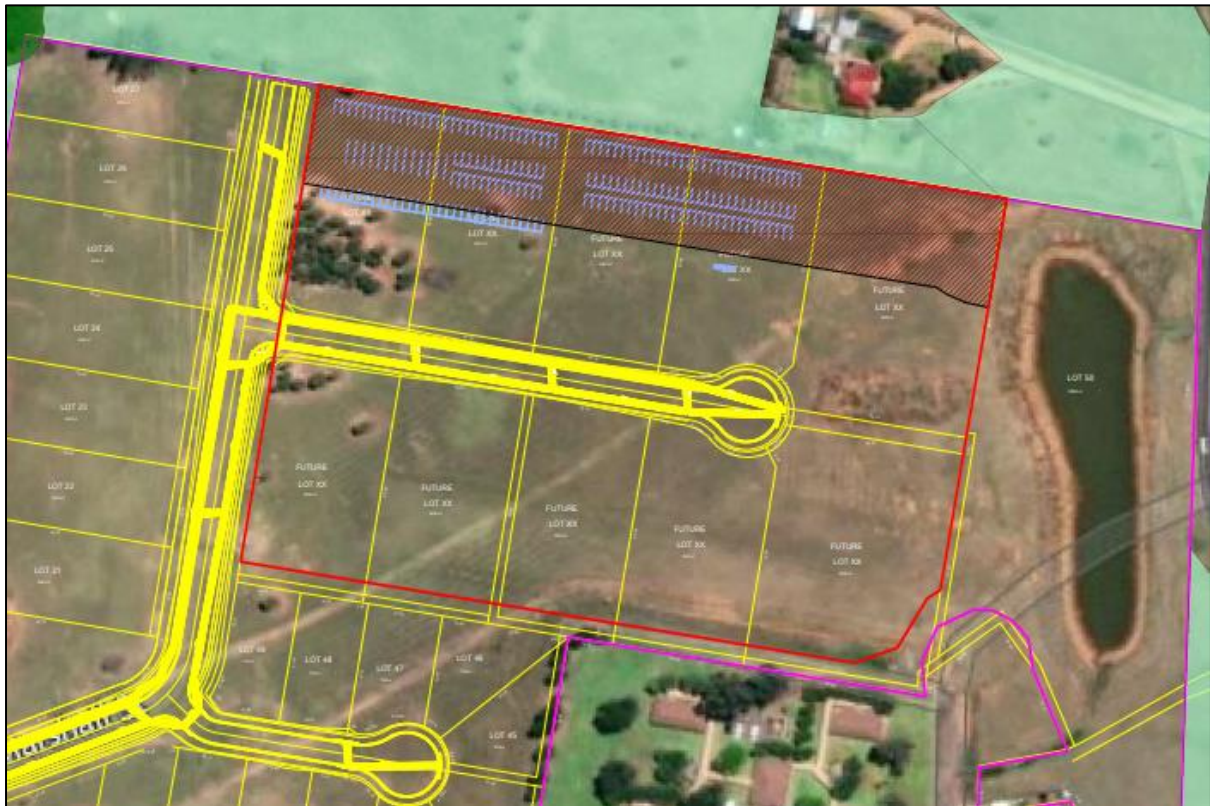


Figure 8 Proposed APZ. Source: Anderson Environment and Planning 28/02/2023

The performance-based assessment criteria were assessed, with the recommendations regarding APZ, landscaping, construction standards, access perimeter roads, non-perimeter roads, water supply, gas services and emergency management to be considered by the Rural Fire Service (RFS). The General Terms of Agreement provided by the RFS will be included within the construction design detail, the CEMP, Bushfire Evacuation Management Plan and Operational Plan of Management.

6.1.7 Ecological Impact

An Ecological Assessment Report (EAR) has been prepared by AEP to support the development of the site for the TWFA and indicate the likelihood of impacts on threatened species or ecological species beyond the those considered within the previous consents issued over the land. The report completed an assessment in accordance with the current legislation in consideration of the ecological values of the site and the potential threatened species likely to use the area to identify potential impacts and mitigation measures to minimise any impacts.

The assessment determined that the site is not identified on the Biodiversity Values Map and based on the previous approvals for the clearing of the site for the residential subdivision, it was considered the development is not subject to the Biodiversity Offset Scheme (BOS) proposed under the Biodiversity Conservation Act 2016 (BC Act).

The ecological values of the site were considered in association with the existing vegetation on site. The site contains remnant, planted minor regenerating native vegetation that is highly disturbed. The

majority of the Study Area is managed paddocks with a high proportion (48.1%) of exotic vegetation contribution that is regularly slashed. The site contains no canopy vegetation, providing minimal habitat and negligible connectivity to higher quality patches of vegetation to the west and south of the Study Area.

Field surveys considered vegetation types, habitat value and fauna were completed in accordance with the State Survey guidelines, to support the completion of a 5-part test

The 5-part test is used to determine whether there is likely to be a significant impact. The assessment confirmed the following:

- There were no threatened flora species nor fauna species identified, including nests nor use of the single koala use tree present. The site contains no habitat for threatened fauna species, nor is it expected for threatened fauna species to be impacted by the proposed development.
- Vegetation present within the Site does not constitute an Endangered Ecological Communities (EEC).
- Potential habitat to be removed will be limited to one koala feed tree, grasses, and few shrubs. The site is already subject to ongoing management under a previous Development Consent, with most trees cleared. As such, connectivity to other areas of habitat is not considered to be significant, not affect the long-term survival of nearby ecological communities.
- There is no area of outstanding biodiversity value present in the site.

The development overall has un-notable potential to contribute to key threatening process (KTP)s. Mitigation and hygiene measures are provided to minimise impacts associated with the spread of weeds and exotic rust fungi, to limit the induction of *Phytophthora cinnamomic* during construction, and construction related activity to limit the infection of frogs with amphibian chytrid.

An Environment Protection and Biodiversity Conservation (EPBC) Act Assessment was conducted, see section 11 of the EAR with a summary of the assessment within the table below.

Table 8 MNES Assessment

Matters of National Environmental Significance	Assessment
World Heritage Properties	No impact, the site is not identified as, or close to any such area.
National Heritage Place	No impact, the site is not identified as, or close to any such area.
Wetlands of International Significance	No impact, the site is not identified and is located greater than 700 km from the nearest declared site.
Great Barrier Reef Marine Park	No impact, the site is not identified as, or close to any such area.
Commonwealth Marine Areas	No impact, the site is not identified as, or close to any such area.

Matters of National Environmental Significance	Assessment
Threatened Ecological Communities	<p>The following EEC's are listed within 5 km or in close proximity of the site.</p> <ul style="list-style-type: none"> ▪ Coolibah - Black Box Woodlands of the Darling Riverine Plains and the Brigalow Belt South Bioregions. ▪ Grey Box (Eucalyptus microcarpa) Grassy Woodlands and Derived Native Grasslands of South-eastern Australia. ▪ Natural grasslands on basalt and fine-textured alluvial plains of northern New South Wales and southern Queensland. ▪ Poplar Box Grassy Woodland on Alluvial Plains. ▪ Weeping Myall Woodlands; and ▪ White Box-Yellow Box-Blakely's Red Gum Grassy Woodland and Derived Native Grassland. <p>The above communities were not identified within the Subject Site and based on the development that has occurred on the surrounding land it is unlikely to lead in any impacts.</p>
Threatened Species	No impact, no EPBC listed species identified.
Migratory Species	Minimal impact, potential for irregular use of the site by some species unlikely to significantly affect the availability of potential habitat for such mobile species or disrupt migratory patterns.

Consideration of the EPBC Act identified that a referral is not considered necessary as the development is unlikely to have significant impacts on MNES.

The assessment determined overall that the proposed development will have negligible direct impacts on habitat or threatened entities identified within the BC Act and EPBC Act, based on the avoid and minimise considerations made within the design of the development. The General recommendations to minimise impacts on water quality and hydrology, the protection of potentially occurring native fauna and the protection and management of retained vegetation provided within Section 14 of the EAR should be included with the Construction Environmental Management Plan (CEMP) to further minimise impacts on the local biodiversity in and surrounding the site.

6.1.8 Water and Sewerage Servicing Impact

The TWAF is to be connected to the GSC reticulated water and sewerage systems. A water and sewer servicing report has been prepared by Wallace Design Group Pty Ltd (WDG) to assess suitability of connecting a 500-person temporary workforce accommodation development to existing utilities.

Investigations conducted as part of the servicing report indicate that the existing Gilgandra Shire Council water and sewerage systems can be extended to service the proposed development. Modelling indicates that anticipated demands from the TWAF would decrease pressures of potable water supply in the area by 1.0 m during peak day times. The existing sewer network also has adequate capacity to service the proposed TWAF without detrimentally affecting services to the existing developed area.

As the proposed development is within the Gilgandra township, potable water would be supplied from the Gilgandra 2 Water Pump Station. The nearest water supply connection point is the DN150 PVC main at the intersection of Marshall and Farrar Streets. The proposed TWAF will be serviced by the extension of a 150mm watermain along Marshall Street to the boundary of the TWAF site. These works are approved under Development Consent DA23/12 for Aero Park Estate. Private water meters would be installed for monitoring of both domestic and fire flows.

The proposed development is within the Gilgandra township and within the catchment area of the Aero Park WWPS No.15 (located at Lot 19 DP1189672). There exists sufficient capacity in the Gilgandra Sewage Treatment Plant to cater for sewage load generated by the development. The final stage of Aero Park Estate development at Wirraway Place requires construction of a new wastewater pump station (WWPS) east of the TWAF site, which will also service Lots 20 – 27 fronting Marshall Street. The design employs a rising main to deliver sewage eventually back to the existing WWPS No.15, which has an estimated capacity to cater for sewage discharge from approximately 95 ET (equivalent tenements). Accounting for all residential lots which will be connected to WWPS No.15 following Aero Park Estate Stage 1 completion (Aero Park Lots 1-5, 6-17, 18, and 28-49, Lot 111 DP844593, Lots 1121 & 1122 DP1091677), spare capacity will be 52 ET. The associated TWAF sewage load estimate is 62.5 ET, meaning the load at WWPS No.15 would increase to 105.5 ET.

It is generally accepted practice that a WWPS can operate at 10% above design capacity, dependent upon the existing performance of the WWPS. Adopting a 10% increase in the capacity of WWPS No.15 would allow for 104.5 ET to be serviced. By Council restricting residential development of Lots 45-49 until after the TWAF development has been decommissioned, the sewage load reduces 99.5 ET and within capacity of WWPS No.15.

6.1.9 Visual Impact

The visual impact of the TWAF has been considered relative to existing locality, the proposed TWAF, and the future use of the site as a residential land subdivision. The highest impacts are likely to occur within the immediate locality within a one-kilometre radius of the site. The impact area shown within

Figure 9 below has been based on the general topography of the land being relatively flat and the buildings associated with the development being single storey.

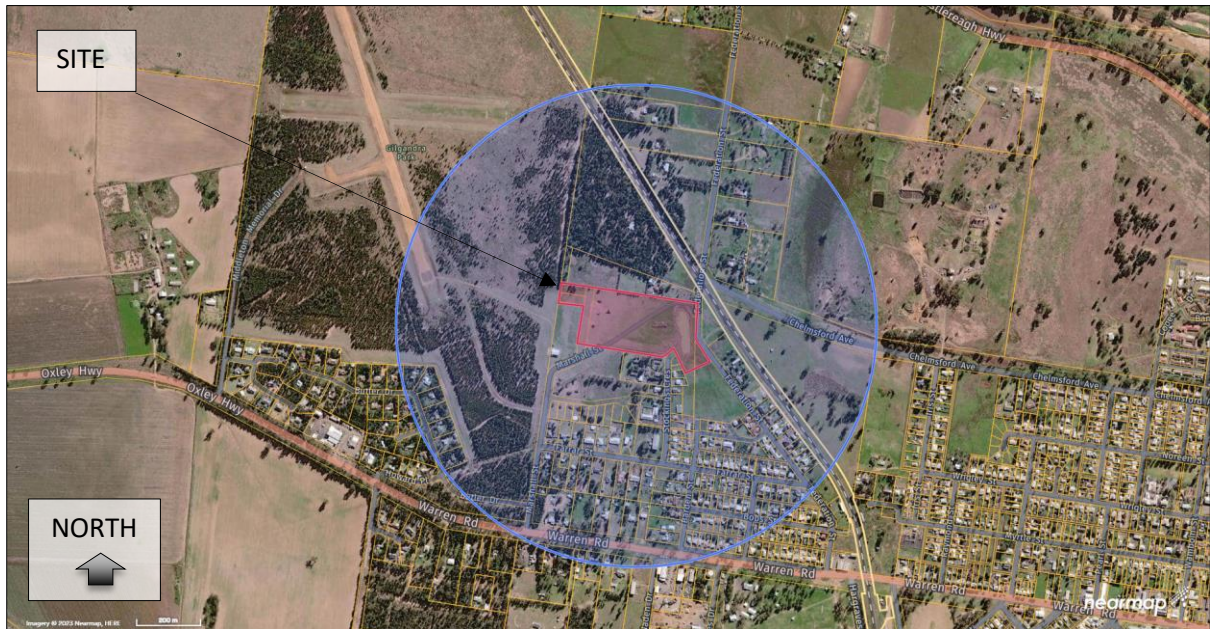


Figure 9 Visual Impact Assessment Area. Source: Nearmap 2023.

The desired future character of the locality comprises of a transition from rural to residential with a mix of single and low-density residential accommodation types such as second dwellings and dual occupancy developments. The northeastern outlook comprises of paddocks and vegetated areas associated with the aerodrome and property located to the north. The southwestern outlook comprises of vegetation, to the south and southeast of residential development.

The most prominent and dominant features within the locality consist of the Gilgandra Aerodrome existing residential development and vegetated areas. The residential development and vegetation provide the most recognisable visual barriers from the west and north to the site. There is very little development or vegetation from the east looking west towards the development. There is some vegetation and residential development from the south looking north to the development partially filters view from the south. The landscape features and the relatively flat topography reduces the visual catchment to within one kilometre of the site. Majority of residential development to the south and southeast have side and rear boundaries facing the direction of the site.


The three viewpoints most likely to be affected by the development comprise of residential development southeast off Federation Road, the dwelling directly north and the Jack Towney Hostel.



Figure 10 Viewpoints. Source Nearmap 2023

Table 9 Viewpoint Analysis

Viewpoint	View Discussion
1	 <p data-bbox="363 1525 643 1552">Source: Google Streetview 2023</p> <ul data-bbox="363 1585 1399 1906" style="list-style-type: none"> ▪ Rear of dwelling facing site with open rural style fencing. Distance from dwelling to site boundary is 22 metres. ▪ Distance from site boundary to the nearest structure within the development 42 metres with car parking between. ▪ No existing filtration or barrier. ▪ Low number of permanent viewers (i.e., from living areas or private open space areas). ▪ Moderate levels of transient viewer from Federation Street.

Viewpoint	View Discussion
2	 <p data-bbox="363 674 643 696">Source: Google Streetview 2023</p> <ul data-bbox="363 734 1401 1055" style="list-style-type: none"> ▪ Direct view to the site from permanent viewers (i.e., from living areas or private open space areas). ▪ Distance from the boundary to the nearest structure within the development is 11 metres. ▪ No existing filtration or barrier. ▪ No windows from the proposed development face directly into adjoining viewpoint. ▪ Moderate to high impact without mitigation.

Despite the temporary nature of the development, the installation of the TWFA will create a moderate change to the existing landscape, particularly to the sightlines and amenity of viewpoint 2 being the Jack Towney Hostel directly south of the site. The impact and visibility of the development from this viewpoint 2 is moderate to high, due to the site being vacant, bound by rural style fencing and minimal vegetation along the southern boundary. Screening using vegetation, semi-open or solid fencing panels along the boundaries of the existing Jack Towney Hostel will filter the direct views to and from the site and minimise the visual impacts.

6.1.10 Waste Management

The amount of waste produced is calculated on an annual basis, based on waste estimates and classifications detailed in Chapter 2 of the Inland Rail - Narromine to Narrabri (N2N) Environmental Impact Statement (EIS) submitted by ARTC, see Figure 11 below.

Use

The use of temporary workforce accommodation would generate a range of waste streams, including food and organic waste, wastewater, waste paper and cardboard, waste containers (plastics, glass and metals) and other domestic waste, as summarised in Table C2.7. These estimates are for all temporary workforce accommodation sites for the duration of construction. Estimates would be confirmed during detailed design and construction planning and would be incorporated into the construction waste management plan, which would form part of the CEMP.

TABLE C2.7 WASTE ESTIMATES AND CLASSIFICATION—TEMPORARY WORKFORCE ACCOMMODATION

Waste streams that may be produced	Likely Classification of waste streams	Estimated quantity (tonnes unless indicated)
Food and other organic waste	General solid waste (putrescible)	310
Wastewater	Liquid waste	470 ML
Waste paper and cardboard	General solid waste (non-putrescible)	210
Waste containers—plastics, glass, metals	General solid waste (non-putrescible)	100
Other domestic waste	General solid waste (non-putrescible)	420

Figure 11 Table C2.7 Waste Estimates and Classification from the EIS. Source ARTC (August 2022)

By dividing the quantities evenly between the four TWAFs proposed for construction of the N2N, estimates can be derived for the Gilgandra TWAF only. Then dividing again by the number of operational years (i.e., 2 years), provides annual estimates as illustrated in Table 10 below.

Table 10 Likely Types of Operational Waste Produced

Waste Stream	Annual Material Volume produced(m ³)
Food and other organic waste	20 t/a
Wastewater	30 ML/a
Wastepaper and cardboard	30 t/a
Waste containers—plastics, glass, metals	7 t/a
Other domestic waste	28 t/a

The identified waste streams will be managed accordingly. The Food and other organic waste can be managed by the Gilgandra Waste Management Facility (GWMF). The GWMF has capacity to cater for the increase in food waste, other organic waste, and other domestic waste as general waste. Gilgandra Shire Council has stated an interest in exploring options to capture and divert the organics waste stream from landfill site for beneficial reuse purposes (e.g., composting). Also, Gilgandra Shire Council encourages the source separation of general waste streams and the diversion of waste from landfill where possible to enable the GWMF to remain under the licensing threshold.

The site’s waste storage area is located towards the north of the TWAF site, identified by ‘19. Bin Enclosure’ on Figure 12 below. Separate containers for the separation of general waste from recyclables will be provided.

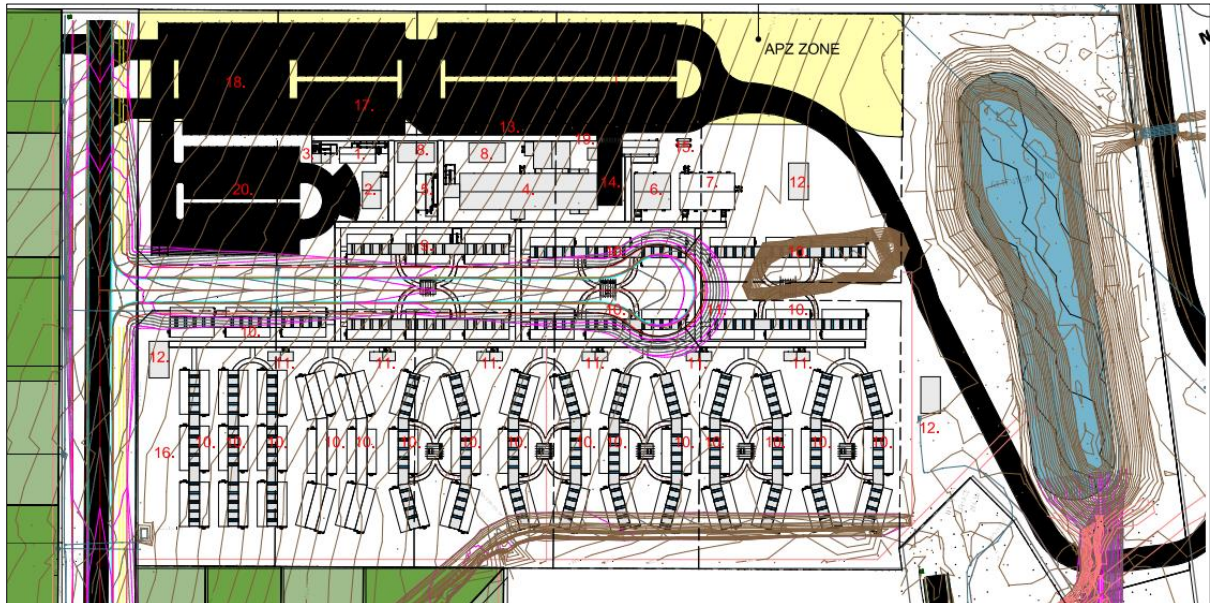


Figure 12 Site Plan Building Areas. Source: Andre Melville Building Design 2024

Carlinda Enterprises, a division of Gilgandra Shire Council (supported employees) operate the local recycling operation at the GWMP and have capacity to handle the additional kerbside recycling. An agreement would need to be reached by the TWAF contractor and Carlinda for the processing of recycling.

Gilgandra Shire Council's existing subcontractor JR Richards & Sons will be able to service the TWAF for all solid waste collection streams. JR Richards & Sons have the existing contract for provision of kerbside waste and recycling services for the Gilgandra LGA. TWAF contractor would need to negotiate the collection services required.

Gilgandra Shire Council's Gilgandra Sewage Treatment Plant can handle increased wastewater loading. The design of the new sewage treatment plant takes into consideration the additional throughput caused by the TWAF and is considered sufficient for the Inland Rail construction phase.

All Waste Management Plans will be provided to any relevant person involved in the operational use of the development, including building owners, building managers and occupants.

6.2 Social Impacts

A Social Impact Assessment (SIA) has been prepared by Aigis Group and separately submitted as part of this application to support the development of the TWAF. The assessment considers the relative social impact of the proposed development relative to the community's way of life, accessibility, culture, livelihood, surroundings, health, and wellbeing. The TWAF will have capacity to accommodate up to 500 workers, with occupancy of approximately 50% (i.e., 250 workers) being the likely general level of use during the Inland Rail Project N2N construction stage. Social impacts are therefore assessed on this advised level of use (250 people), in terms of potential scale of effects. The workforce

will move between towns, as well as from Gilgandra the work site daily, and may potentially access the same services as the Gilgandra residents and the TWAF residents. To determine the extent of impacts, the demographic baseline used in the assessment comprised of the Gilgandra Shire Council Local Government area (local) and ABS Dubbo Statistical Area Level 3 (SA3) (regional).

Gilgandra has a low proportion of residents within the 15–64-year age groups, generally associated with working population. The median age of the population within Gilgandra is 46 years, with the next largest cohort being over 65, concluding that the town has an ageing population. There is a large Aboriginal and Torres Strait Islander population with most of the residents being born in Australia with no other significant cultures identified. The influx of population TWAF will temporarily change the demographic profile within Gilgandra. The increase may see some additional pressure on local medical services despite some services being provide within the TWFA however, more extensive services being available within Dubbo approximately 50 minutes away.

The household size consists mostly of couples without children with a lower median income compared to the region which is consistent with an ageing population. Separate dwellings are the predominate housing stock with a large proportion of fully owned homes within the town. Overall, the housing affordability is generally favourable, housing composition stable with only minor effects within the rental market should separate housing for senior employees be sought. The assessment determined that the increase in population is unlikely to negatively affect the current housing arrangements within Gilgandra.

A review of the previous engagement undertaken in relation to development of the GSC Community Strategic Plan (CSP), provided a ‘baseline’ understanding of matters that are of interest to the community prior to consideration of the TWAF and its effects. Following this review the Council carried out community engagement specifically for the TWAF project, whereby GSC used similar methods and channels to the CSP engagement; publicising to the Gilgandra community over a period of time through GSC’s ‘Have Your Say’ online community engagement portal, GSC’s Facebook page and the Gilgandra Weekly (6 June 2023 edition). Informal engagement with two parties near the proposed TWAF site were advised of the engagement process.

The community did not identify any concerns over the project, with just one supportive response received. The discussion of social impacts is therefore based on assessments informed by CSP engagement outcomes. Notably, the lack of community engagement does not preclude the development of social impacts, but rather establishes that the community has become familiar with the proposal and has not expressed any concerns. The assessment has recommended that GSC should monitor community sentiment as the project proceeds and address any matters that may arise in consultation with the community. The first and most apparent means for addressing any such matters is through Council, as the community’s elected representatives.

The SIA concluded that any potential for negative social effects is restricted to occupants of properties located near to the TWFA site, with the potential for social impacts likely to be limited to the identified

properties. The extent to which effects might be considered as material may vary between occupants of properties.

Traffic

The operation of the TWAF would result in an increase in the number of vehicles and traffic movements in the township and its surrounds. Constructive Solutions Pty Ltd has prepared a Traffic Impact Assessment (TIA) for the proposed development, concluding the following for traffic and the capacity of relevant local road infrastructure to absorb TWAF-related use:

- The construction phase for the Development is anticipated to be approximately six (6) months with construction related traffic having a negligible impact on the performance of the existing HW11 and Marshall Street intersection and the surrounding road network.
- The existing surrounding road network, namely HW11, HW18, Federation Street and Marshall Street have sufficient capacity (Level of Service A) to cater for the anticipated AM and PM peak hour volumes for the Development.
- The impact of Development traffic on the morning and afternoon school bus service in the surrounding area is considered to be negligible as the morning and afternoon peak hour traffic associated with the Development is outside of the school bus timetable.
- It is concluded that there are no traffic and transport related issues which should prevent the Development from proceeding.

Based on Constructive Solutions' assessment, it is submitted that there is a relatively low risk of material social impacts relating to project related traffic activity.

Services Infrastructure

Access to other infrastructure servicing the local community is not expected to be impeded by the TWAF. This infrastructure includes utilities such as water and sewer, power, and telecommunications capability. This is exemplified in the positive assessment of water and sewer infrastructure capacity (Wallace Infrastructure Design, 2023). GSC's role as proponent for the TWAF allows it to ensure that sufficient capacity either currently exists, or is provided for, to simultaneously meet the requirements of the Gilgandra community and the occupants of the TWAF during its operation.

Locally and Regionally Provided Services

The potential additional demand on local services is likely to be substantially mitigated by the provision services on site at the TWAF, such as the provision of meals. Although this will reduce the extent of increased demand on local services, it remains likely that some effects will occur. No concerns of this nature were raised during stakeholder engagement. Although relevant service providers may need to adjust to meet any demand increases, the outcomes of this additional activity would notionally be positive in terms of increased business revenues and local employment, for example.

CSP engagement identified local health and dental services capacity as issues with the temporary increase in population creating the potential for additional service demand. Although some level of health service may be provided at the TWAF, more extensive service access may be required in some circumstances. The Bureau of Health Information NSW (BHI) data indicated that there is capacity for the regional health services to manage demand. As such, it is concluded that the regional health services have capacity to manage any increase in demand over the relatively short period in which the TWAF will be in service.

Potential Project-related Impacts

Community Cohesion, Amenity, and Safety

The occupation of the TWAF will result in apparent, although temporary, changes within the Gilgandra community. The involvement of GSC as project proponent for the TWAF is submitted as being a safeguard with respect to protecting the interests of the community and ensuring that disruption of the local community and its way of life is minimised to the greatest extent possible.

The community will be aware of the presence of the non-resident workforce, however the nature of interactions between residents and the workforce will determine the extent of any negative effects. A code of conduct may be developed for TWAF occupants, with respect to their behaviour and interactions with the local population. During the operation of the TWAF, some community members may have concerns regarding the safety impacts on the community. Some of these concerns may also be held by TWAF occupants in some circumstances. It is recommended that a CPTED report be prepared for the TWAF, and the measures recommended in that report be adopted during construction and operation of the TWAF, as is appropriate. GSC should liaise with NSW Police in relation to CPTED initially as required, and site operations implications on an ongoing basis during the operations stage.

Noise and Vibration

The Noise and Vibration Impact Assessment (NVIA) for the project has been prepared by EMM Consulting. EMM identified 10 potentially affected properties situated within proximity to the TWAF site. It is suggested that the impact management recommendations should be incorporated into a holistic Construction Management Plan for the construction and decommissioning stages of the project. It is anticipated that the CMP can be based on accepted industry standards for a development of this kind.

Cumulative Impacts

Development and operation of the TWAF is also constrained to the construction period for the Narromine to Narrabri section of the Inland Rail Project. Consequently, it is submitted that there are unlikely to be material cumulative impacts in relation to the construction, operation and decommissioning of the TWAF. The potential for legacy infrastructure development of the site may be considered as a cumulative impact. Such an impact would be likely to be positive for GSC as developer and landholder, but also for the LGA community in terms of the efficient development, use and then repurposing of site infrastructure.

Longer-Term Impacts

No longer terms impacts are anticipated by the TWFA development once decommissioned. The land is zoned for residential development and can repurpose the services and infrastructure to release residential lots without impediment.

The most likely forms of social benefit from the project are the potential for additional activity for businesses in Gilgandra and the consequent potential for additional employment. Both effects are likely to be temporary, over the development, occupation, and decommissioning stages of the project. The impacts associated with TWAF project can be minimised through an Operational Management Plan that includes actions for ongoing community engagement, and nominated mitigation measures during the construction, operation and decommission works. Overall, the temporary development and use of the site for TWFA will result in beneficial outcomes for the GSC LGA over the duration of its operation.

6.3 Economic Impacts

The project will provide positive economic benefit by directly supporting the Inland Rail project, a significant national infrastructure project that contributes to the Commonwealth of Australia's economic objectives.

The Inland Rail Project has indicated that will provide up to 16,000 new jobs at the peak of construction, up to 700 additional jobs per year over its entire construction period, and support an indeterminate number of current and future jobs within the locality. Other large infrastructure projects in the renewables sector provide similar employment opportunities and economic benefit to rural communities.

The development will pay developer contributions which will contribute to the outcomes of local infrastructure and strengthening community infrastructure.

7 Suitability of the Site

This section addresses the development in accordance with section 4.15(1)(c) of the Act. The site is considered suitable for the development for the following reasons:

- The proposal is consistent with the GLSPS and CW&ORP. The proposal will result in the expansion of employment in the region.
- The proposal meets the objectives of the relevant standards and controls contained the GLEP and GDCP and is generally well suited for the proposed development.
- The site is not affected by significant vegetation.
- The site is considered suitable for use as residential accommodation.

8 Submissions

This section addresses the development in accordance with section 4.15(1)(d) of the Act. It is understood this development application will be notified.

9 Public Interest

This section addresses the development in accordance with section 4.15(1)(e) of the Act. This development is considered to be in the public interest.

- The proposal complies with the relevant R1 General Residential zone objectives, meets relevant standards and controls contained in both the GLEP and GDCP and is consistent with the EP&A Act.
- The proposal provides the opportunity for increasing employment, without compromising the integrity of surrounding character and context.
- The site is located within an area where this type of development is encouraged and protected under regional and local strategies. It directly supports the Inland Rail project, a significant national infrastructure project that contributes to the Commonwealth of Australia's economic objectives.
- It is consistent with the applicable Federal, State, and Local strategic plans and policies and is substantially in line with the relevant State and Local planning controls.
- It results in no adverse environmental, social, or economic impacts.

10 Conclusion

This Statement has assessed the development against the requirements of Clause 4.15 of the EP&A Act and found that the development is consistent with the applicable policies and plans and is permissible with consent. The proposed development is recommended for approval.