



NGH



Narrandera
SHIRE COUNCIL

Statement of Environmental Effects

Rail Bridge Conversion to Recreation Area, Narrandera

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Project Number: 20-611



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Acronyms and abbreviations

AHIMS	Aboriginal heritage information management system
ARI	Average Recurring Interval
BC Act	(NSW) <i>Biodiversity Conservation Act 2016</i>
BOS	Biodiversity Offset Scheme
Council	Narrandera Shire Council
DPIE	(NSW) Department of Planning, Industry and Environment
EP&A Act	(NSW) <i>Environmental Planning and Assessment Act 1979</i>
Heritage Act	(NSW) <i>Heritage Act 1977</i>
ISEPP	(NSW) <i>State Environmental Planning Policy (Infrastructure) 2007</i>
km	kilometres
LEP	Local Environment Plan
LGA	Local Government Area
NSW	New South Wales
OEH	Office of Environment and Heritage, formerly Department of Environment, Climate Change and Water (NSW)
PBP	Planning for Bush fire Protection (2019)
SEE	Statement of Environmental Effects
SEPP	(NSW) State Environmental Planning Policy

1. Introduction

1.1. Overview

This Statement of Environmental Effects (SEE) has been prepared by NGH Pty Ltd (NGH) to support a Development Application (DA). The DA seeks consent from Narrandera Shire Council (Council) for the proposed conversion of the State heritage listed Lattice Bridge (SH01050) to a pedestrian bridge and cycleway, in Narrandera, NSW.

The proposed development principally involves providing a pedestrian connection to the northern side of the Lattice Bridge. The proposal involves the installation of new decking along the bridge, to enable the safe use, as a pedestrian bridge and cycleway. A viewing platform, handrails and chain link fencing are also proposed. The proposal permits access to the bridge from the northern bank of the Murrumbidgee River; no access would be provided to the southern bank of the Murrumbidgee River.

The proposal involves the adaptive re-use of the State heritage listed bridge and would increase public awareness of its heritage significance. The proposal would renew the public use of a highly valued and unique piece of historic infrastructure.

The land is zoned as W2 Recreational Waterways and RU5 Village under the Narrandera Local Environmental Plan (LEP) 2013. Development consent is sought under Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) for use of the bridge and adjacent rail line as a recreational area; permitting it to operate as a public pedestrian bridge and cycleway.

The proposal would complement the existing 'Hike and Bike' walking track network on the northern side of the Murrumbidgee River. By providing access to, and lawful use of the existing bridge, it would make a significant contribution to the 'Hike and Bike' project. Completion of this project would encourage growth of Narrandera's tourism industry.

1.2. Background

John Holland Rail is currently responsible for the existing bridge structure; however, arrangement will cease in December with UGL taking over the management in 2022. Council has made significant investments towards providing the 'Hike and Bike' network in Narrandera and its surrounds. The proposal aims to provide an extension of the 'Hike and Bike' network to the Lattice Bridge, situated over the Murrumbidgee River.

The proposed development would contribute to Council strategic priorities of providing recreation and community facilities for the Narrandera and wider region. The proposal would promote the efficient and equitable provision of infrastructure, while conserving environmental heritage.

1.3. Applicant and land ownership

The Applicant is Narrandera Shire Council. Shane Wilson, the Deputy General Manager of Infrastructure, has delegated authority to submit this application.

The development would occur on Crown Land, managed by Transport for NSW, in which approval has been granted for the project.

1.4. Subject land and locality

The subject land to which this DA relates is located on Crown Land and along the Tocumwal Branch Line, south of Narrandera, NSW. The subject land is located adjacent to Lot 344 DP1016914 (north of the Murrumbidgee River), refer to Figure 1-1. The bridge structure is sited over the Murrumbidgee River.

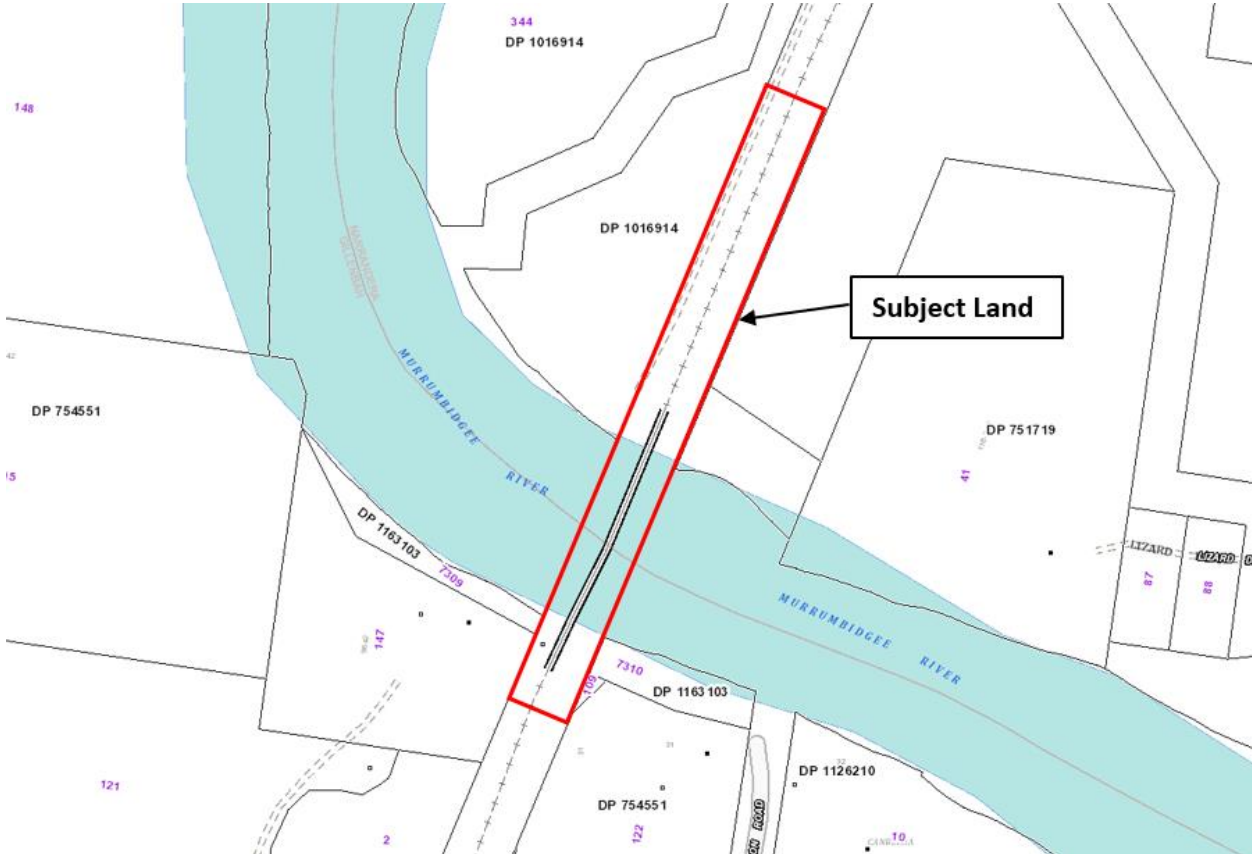


Figure 1-1 Cadastral image of the Subject Land (Source: NSW Spatial Viewer, 2021)

The subject land is situated approximately 1.8km south-west of Narrandera and 1.5km north-east of Gillenbah, refer to Figure 1-2.



Figure 1-2 Aerial image of the proposal locality (Source: Six Maps, 2021)

1.5. This report

This Statement of Environmental Effects (SEE) has been prepared by NGH on behalf of the applicant.

The Statement of Environmental Effects report:

- Describes the proposed works, the development site, and the wider locality.
- Describes the planning context and statutory approval requirements.
- Identifies and assesses the significance of impacts on environmental values.
- Provides mitigation measures to avoid, minimise or mitigate identified impacts.

This report shall be read in conjunction with the accompanying plans and documentation listed in Table 1-1 below.

Table 1-1 Accompanying Plans and Documentation

Reference	Description	Prepared by
Appendix A	Preliminary Design Plans	ACME Enterprises Pty Ltd
Appendix B	Historic Railway Bridge Narrandera Statement of Heritage Impact	Noel Thomson Architecture

2. Development proposal

2.1. Summary

The subject land contains an existing Lattice Railway Bridge and associated timber viaduct, which has been inactive (not in use) since closure of the Tocomwal Branch Line in 1988.

The subject land is identified in Figure 2-1 below, which provides an overview of existing features and context of the extent of works proposed.

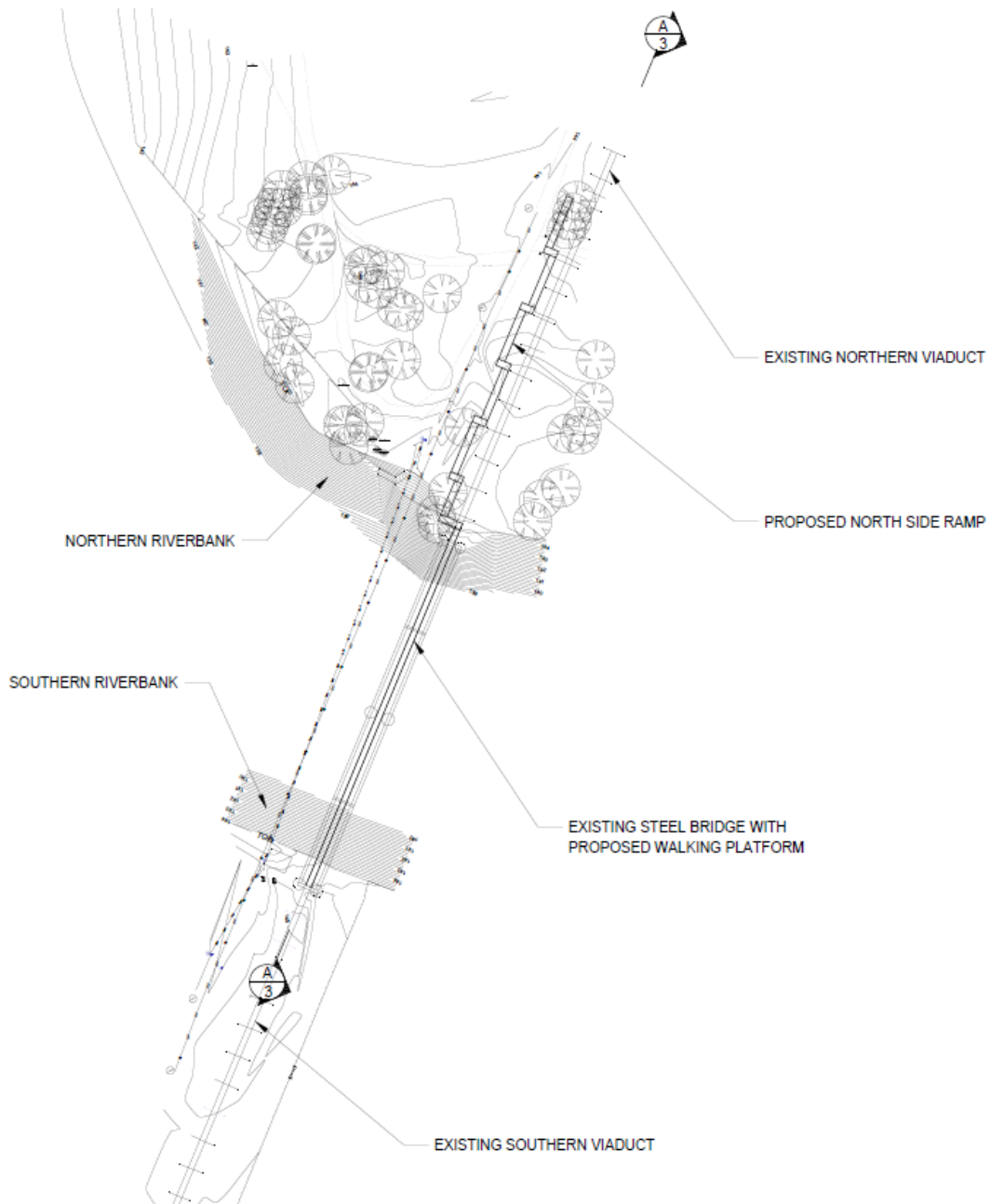


Figure 2-1 Extract: Site Plan (Source: ACME, 2021)

The proposal is further detailed in the proposed development plans included in 6.Appendix A.

The proposal aims to achieve a quality design, with the objective of providing a safe extension of the Narrandera Bike and Hike track network, which forms part of the greater \$11mil Playground on

the Murrumbidgee Project. The design achieves an industrial-style compatible outcome, while providing a public pedestrian bridge and cycleway. The proposal would achieve a sympathetic outcome given the existing features and character of the bridge. Council has secured NSW State Government funding for the project, which requires that project to be completed prior to the end of 2023.

The proposal is outlined in further detail below.

2.2. Railway bridge works

The proposal involves low impact construction and operation of the walkway and cycleway.

To achieve the outcome of a pedestrian bridge, the walkway over the bridge would be placed into position in modular based units. The modular based units would be constructed off-site and transported to site in the assembly and installation phase of the project. Modwood or similar decking would provide the finished surface material.

Construction would involve a small crane to lift the modules onto the existing railway line, being progressively winched across the bridge and permanently coupled. This method of construction would minimise the extent of work required by the project construction team to be performed on the bridge and at height.

A glass viewing platform is included in the design drawings in Appendix A. The viewing platform would be situated centrally across the span of the bridge.

The proposed new works shall be constructed in steel and comprise 'industrial' style materials to match the same technical excellence of the almost 120 year-old bridge. The aim of the design is to ensure that new works/structure do not impact the significant elements of the bridge and is reversible at a future stage with minimal impact.

The proposal would enable public access to the bridge from the northern bank of the Murrumbidgee River. The proposal would enable access to a viewing deck and glass viewing platform on the bridge. Access would not be provided from the bridge to land located on the southern bank of the Murrumbidgee River. A safety barrier would be installed, where decking upgrades cease, restricting access.

2.3. Railway corridor works

Except for access and parking arrangements, described below, works within the railway corridor are limited to the provision of a ramp structure.

The proposed ramp would be constructed adjacent the existing railway line, using steel construction methods. By constructing the ramp adjacent the railway line, it enables the existing structure to remain intact. The ramp would have a trestle supporting structure and concrete footings to provide the foundation for the construction of the of the ramp framework. The ramp would be installed with a longitudinal gradient of 1:14.

The ramp would comprise Modwood or similar Decking as the finished surface/trafficable material, identified in Appendix A. Modwood or similar is a sustainable and durable material, which requires minimal maintenance.

2.4. Materials and colours

The proposed new works would involve steel construction for framing, and Modwood or similar decking to provide an ‘industrial’ style. Although modern materials are proposed, they are in keeping with the ‘industrial’ architectural style and character of the original bridge. The materials would provide best value for the community and a high-quality visual outcome.

Colours used would be neutral natural tones, which would blend and not compromise the heritage significance of the existing bridge structure. It is understood that further advice would be obtained by Council’s Heritage advisor and would be included with the section 60 (*Heritage Act 1977*) application.

The schedule of proposed materials for each element of construction is outlined in Table 2-1 below.

Table 2-1 Overview of proposed materials

Detail	Description
Ramp	The northern ramp would be provided using Modwood or similar decking. The proposed ramp would be constructed adjacent the existing railway line, using steel construction.
Partial Demolition	Partial demolition / removal of deteriorated timber transoms/sleepers and stone ballast would occur prior to the installation of the new decking and viewing platform
Handrail	A handrail would be provided adjacent the decking
Decking on bridge	Modwood or similar decking is proposed for the walkway material over the bridge
Viewing platform	Glass floor viewing area
Safety	Mesh would be provided on the underside of bridge sleepers to avoid objects (i.e., litter, other items) entering the watercourse A chain-link fence would be provided to handrail height of the existing bridge structure for additional safety and to avoid objects entering the watercourse.

2.5. Access and parking

The site would be accessed from the northern side of the Murrumbidgee River. Vehicles would access the proposal from Townsend Street and Augusta Street, onto an all-weather track parallel with the existing viaduct.

Five (5) car parking spaces would be provided near the entrance to the northern ramp. The parking area would include ample space for vehicles to manoeuvre to enable entry and exit in a forward direction.

2.6. Signage and safety

A maintenance plan would be prepared for the proposal and would be included within Council's asset management system. The plan would also incorporate safety considerations for the proposal. Appropriate safety signage would be placed in a visible location at the commencement of the track, adjacent the car parking area.

As public safety is a priority, the proposed pedestrian bridge and cycleway may be temporary closed through periods of severe weather conditions (i.e., flood events or catastrophic fire danger days).

Interpretative signage would be installed on the access ramp and on the walkway. The signage would explain the history of the bridge and the local area.

No lighting is proposed.

2.7. Operational details

The proposal would be open to the public at all times. As referred to above, temporary closure of the pedestrian bridge and cycling route may occur through periods of severe weather conditions.

3. Environmental analysis

3.1. Site analysis

The subject land is predominantly adjacent to Lot 344 DP1016914. The existing structure is located on Crown Land, along the Tocumwal Branch Line, as shown in Figure 3-1.

The existing bridge spans the full width of the Murrumbidgee River. A mix of land uses occur in proximity to the proposal area, including:

- North of the proposal comprises vegetated, undeveloped land. Council’s wastewater treatment plant and the edge of the township of Narrandera is located approximately 650 metres from the proposal area.
- East and west generally comprises the Murrumbidgee River and vegetated lands, and
- South of the proposal and immediately adjacent the existing bridge, comprises isolated rural-residential land use. The Sturt and Newell Highways, major transport routes are located approximately 400 metres away.

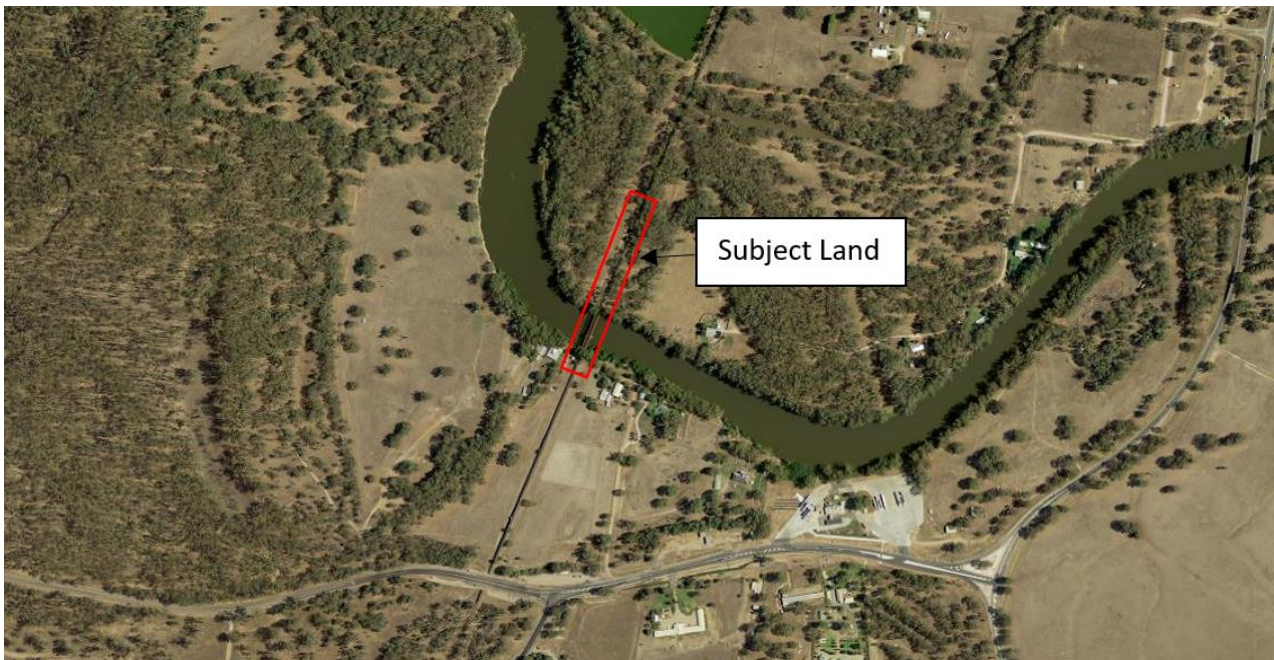


Figure 3-1 Subject Land (Source: NSW Spatial viewer, 2021)

The development spans the Murrumbidgee River and is bound by the township of Narrandera to the north and the Sturt and Newell Highways to the south. The proposal is located approximately 1.8km south-west of Narrandera and 1.5km north-east of Gillenbah, as shown in Figure 3-2.

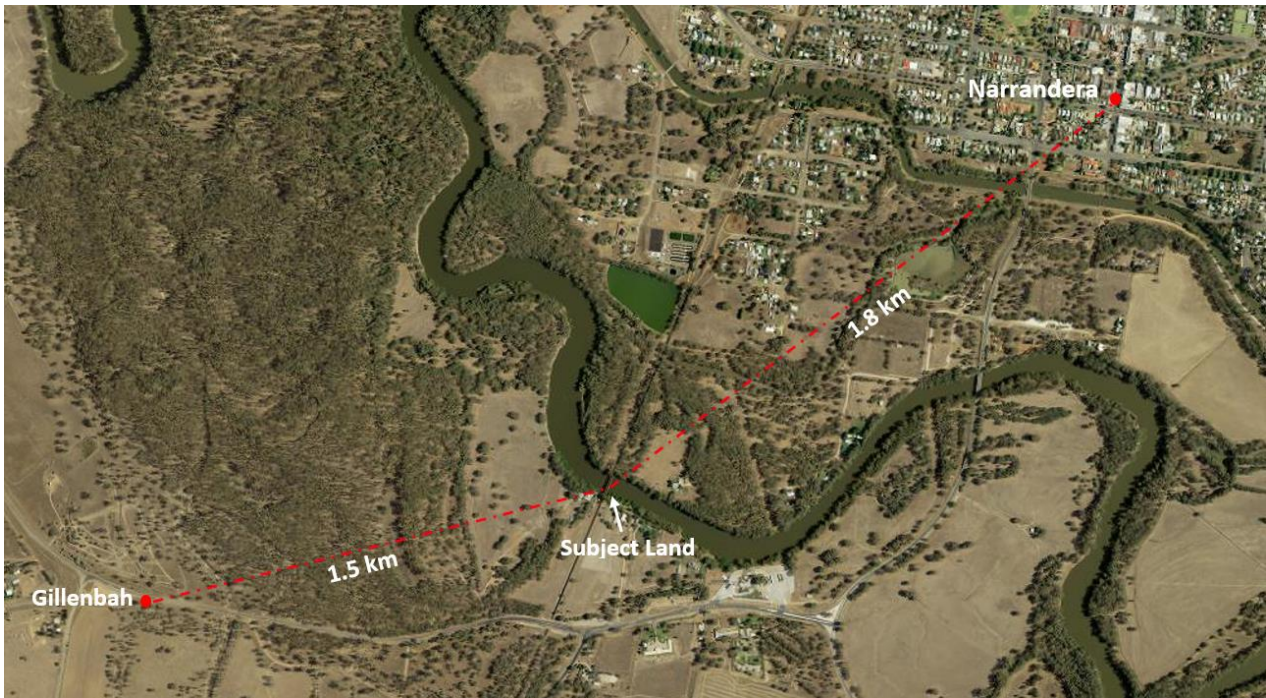


Figure 3-2 Location of nearby towns to the proposal (Source: ePlanning Portal, 2021)

3.2. Existing development

The existing bridge and viaducts are a notable and relatively rare example of a late nineteenth century prefabricated iron bridge. The river setting has strong aesthetic appeal.

The existing bridge carries a single 1.44m gauge railway with transoms on metal stringers, with metal cross-girders resting on the lower chords. The main trusses are latticed, continuous over two 48.5 metre spans. The lattice trusses are connected above the track by characteristic arched latticed braces and are supported on twin cast iron cylinder piers (Noel Thomson Architecture, 2021).

The heritage wrought iron bridge consists of wrought iron trusses, timber transoms, timber walkway, rail, and all associated jewellery (sleeper plates, dog spikes and lock spikes).

The bridge was placed in service in May 1885. As stated in Section 2.1, the bridge has been inactive since 1988.

3.3. Site history

Historically, the site has been used as a train haulage route along the Tocumwal Branch Line. Historic and recent land use is evidenced by aerial imagery (1967 to 1998) indicated in the Figure 3-3 below and Figure 3-4 on the following page.



Figure 3-3 Aerial photograph of the subject site in 1967 (Source: NSW Spatial Services, 2021)



Figure 3-4 Aerial photograph of the subject site in 1998 (Source: NSW Spatial Services, 2021)

The Sturt Highway (south of the proposal area) provides a disconnect between the railway line either side of the highway; the overhead railway no longer extends over the highway. Aerial imagery from 2014 is identified in Figure 3-5 below.



Figure 3-5 Aerial photograph of the subject site in 2014 (Source: Six Maps, 2021)

3.4. Land hazards

3.4.1. Bush fire

The proposed development is mapped as occurring on bush fire prone land, as indicated in Figure 3-6. The potential bush fire hazard would be addressed in a management plan for the operational phase of the proposal.

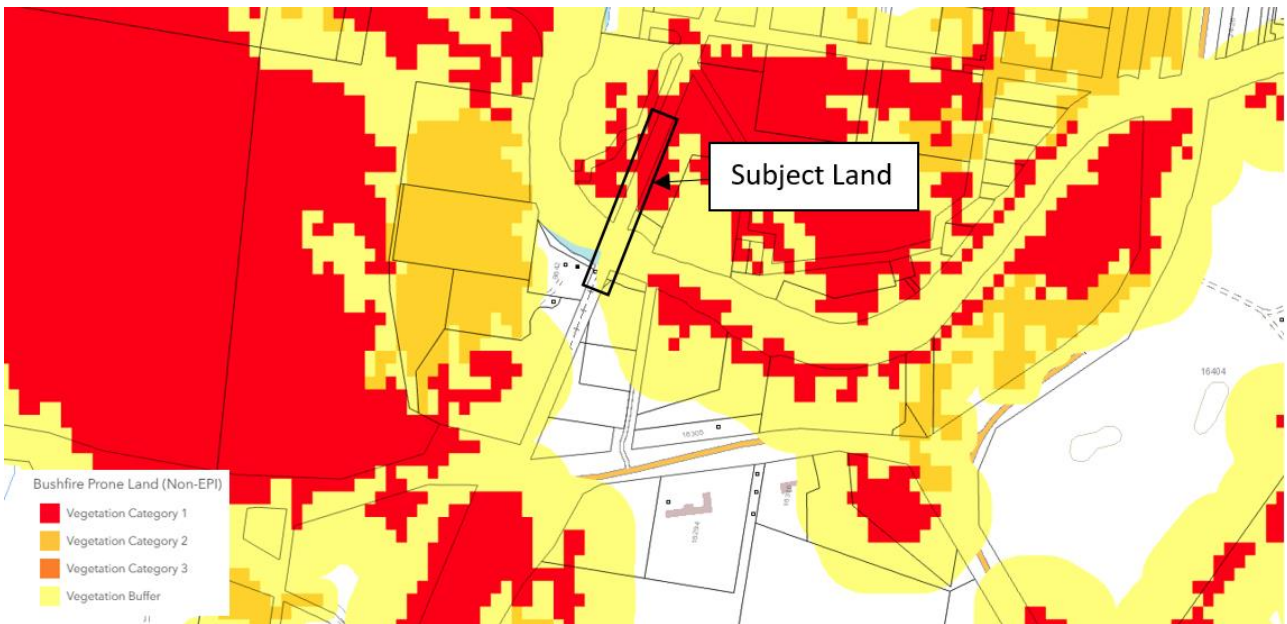


Figure 3-6 Location of the proposed development within bush fire prone land (ePlanning Portal, 2021).

3.4.2. Flood prone land

The proposed development occurs on flood prone land, as indicated in Figure 3-7.

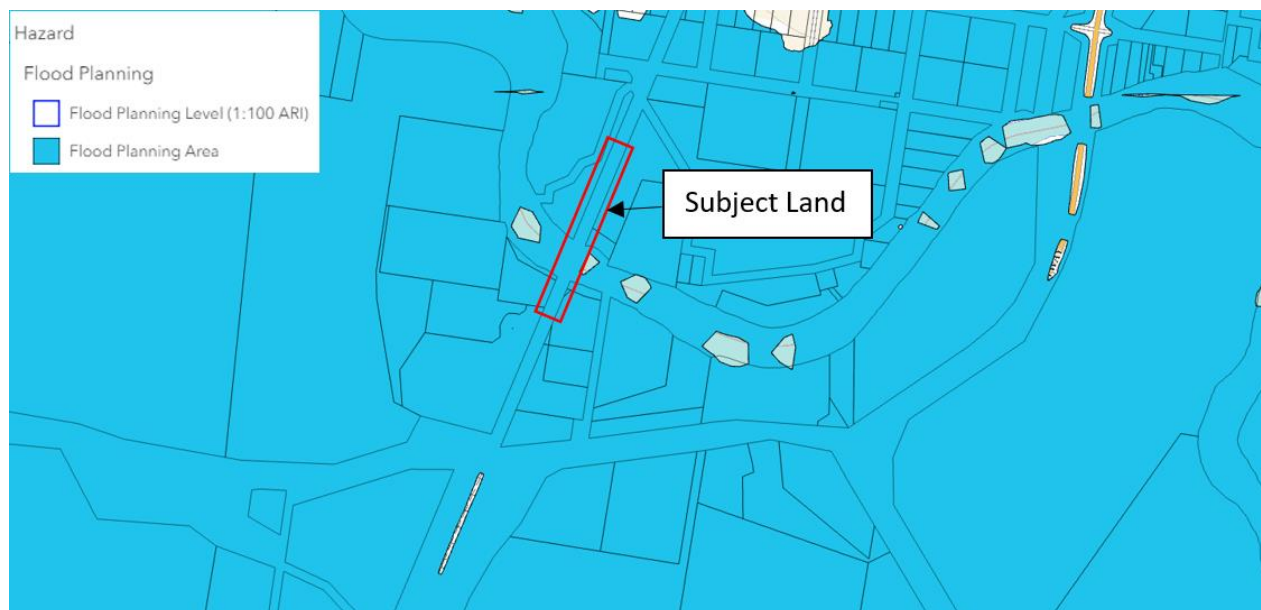


Figure 3-7 Location of the proposed development within flood prone land (ePlanning Portal, 2021)

The proposal relates to providing a recreation area. As the proposed works are minor in nature, and largely situated above the flood planning area, the proposal is considered to provide a compatible outcome with the flood hazard of the land.

A large proportion of the proposed work occurs on the existing bridge platform; therefore, no additional impacts would result for localised flood behaviour (i.e., obstruct flood waters or the passage of large objects). The proposed ramp would not detrimentally increase the risk from flooding or modify flood behaviour over proposal area, due to the largely open design of the structure.

With the implementation of emergency evacuation management plan, the proposed development is unlikely to result in adverse social and economic costs for the community, as a consequence of flooding.

3.4.3. Groundwater vulnerability

The proposal occurs on groundwater vulnerable land, as indicated in Figure 3-8. The proposal is unlikely to impact groundwater, due to its low-impact construction methodology.



Figure 3-8 Location of the proposed development within groundwater vulnerable land (ePlanning Portal 2021)

3.5. Heritage conservation

3.5.1. Aboriginal cultural heritage

A search of the AHIMS database was conducted on 24 August 2021. No Aboriginal sites or places were recorded within a 200-metre buffer and no sites or places have been reported or declared within the proposal area.

A copy of the AHIMS search results is provided as an attachment to this report, refer to Appendix C.

3.5.2. Post-European heritage

The proposal involves an Item of Environmental Heritage that is listed in Schedule 5 of the LEP. The listed item (I075), 'Rail bridge over Murrumbidgee River' has State significance, as identified in Figure 3-9.

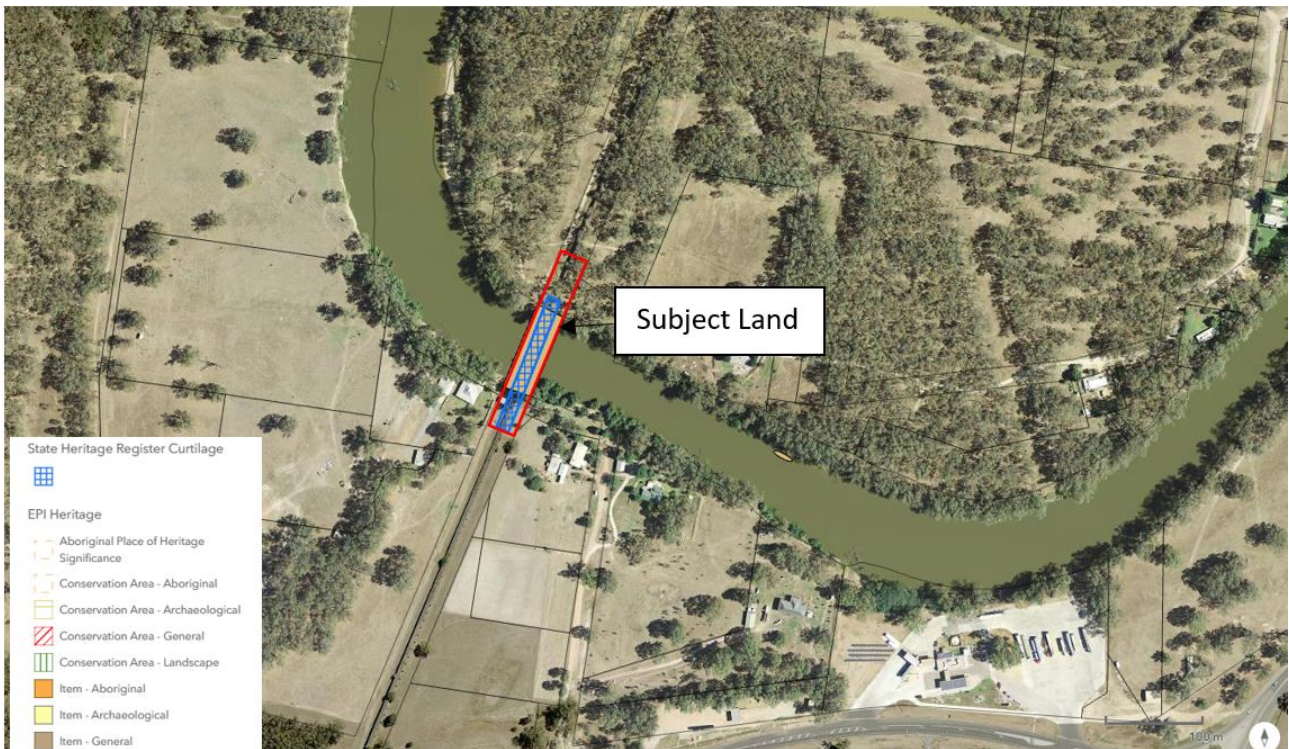


Figure 3-9 Heritage LEP map of subject land and surrounds (Source: ePlanning Portal, 2021)

The existing structure is a disused wrought iron Lattice Girder Railway Bridge, constructed in 1884 (OEH, 2021). According to the NSW Office of Environment and Heritage, the bridge is state significant, representing a significant group of colonial bridges within NSW. The wrought iron lattice girder underbridge at Narrandera is one of a series of twelve similar nineteenth century bridges built during a period of rapid expansion of the NSW rail network and closely associated with long-time Engineer-in-Chief of the NSWGR and 'father of the NSW Railways' John Whitton.

The Office of Environment and Heritage indicates that the bridge has retained all its distinctive features, including transverse arches and cast-iron cylindrical piers. A safety fence was installed after the bridge was decommissioned (OEH, 2021).

The Narrandera Shire Developmental Control Plan (DCP) 2013, states the historical context to the railway is significant due to its pivotal role in connecting Narrandera to Jerilderie and the south. This and the Hay line made Narrandera a major interchange railway point. The bridge is a notable and relatively rare example of a late 19th century prefabricated iron bridge, and the river setting has strong aesthetic appeal. The timber structure supporting the railway line is significant for scale and the massive timber construction.

Council has commissioned Noel Thomson Architecture, to prepare a Statement of Heritage Impact (SOHI). The SOHI has included reference to consultation with other authorities, including John Holland Rail and Transport for New South Wales.

John Holland Rail undertook an inspection of the viaduct on 22 October 2020 and completed a Heritage Assessment Report. From the inspection it was evident that many of the spans of the timber viaduct needed extensive repair with many components in a severely degraded state. The report stated that in some locations there were trees that were leaning against the viaduct allowing access onto the top of the structure. The deck is severely deteriorated in many locations where vehicles and pedestrians can pass under with ballast falling through the timber deck (Noel Thomson Architecture, 2021).

The proposal would facilitate part restoration of the existing bridge, to provide a safe structure for use by the public.

3.6. Biodiversity considerations

The subject land is situated in a vegetated area. A Biodiversity Assessment has not been undertaken and the condition of the vegetation and surrounding ecosystem is not known. Vegetation located within the extent of the Murrumbidgee River is mapped under the *Biodiversity Conservation Act 2016* (BC Act) as Biodiversity Values (BV) mapped land, refer to Figure 3-10.

Although works are occurring over BV mapped land, the proposal does not require the removal of, or impact to, vegetation in this location. All proposed works are contained to the railway bridge, which spans the Murrumbidgee River. As the circumstances of the proposal and its relationship with BV mapped land is unusual, Council would consult with Department of Planning, Industry and Environment (DPIE) throughout the assessment of the DA.

For the remainder of the proposed works, the location is confined within the existing rail corridor. The corridor is historically disturbed due to the operational and maintenance works associated with the rail line. No vegetation would be removed to facilitate the proposal.

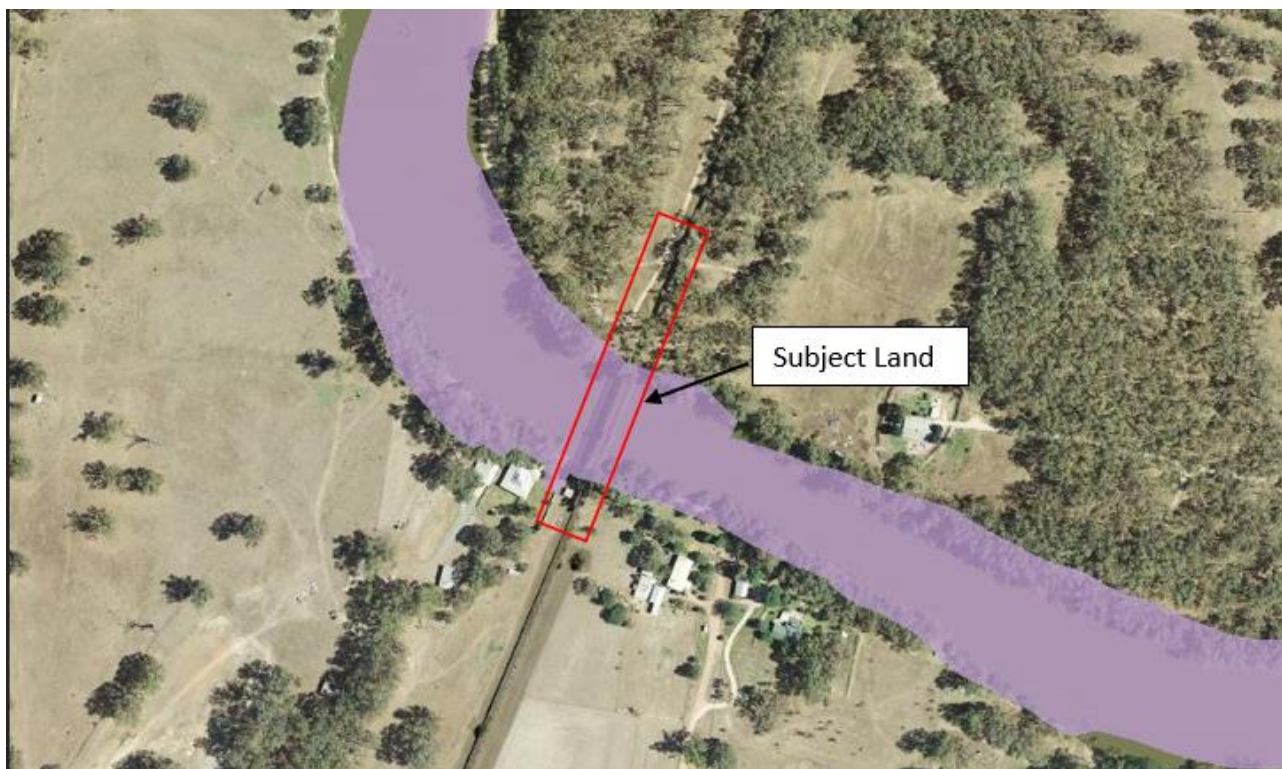


Figure 3-10 Biodiversity values map of subject land and surrounds (Source: LMBC, 2021)

The surrounding landscape is also mapped as terrestrial biodiversity, riparian land and watercourses and wetlands under Council's LEP. Environmental values mapped under Council's LEP are discussed further in Section 5.3.

The relevant provisions of the BC Act are addressed in Section 5.2.2 this report.

3.7. Noise

Noise would be anticipated during the construction of the proposal. Due to the minor scope and limited duration of the works, it is considered unlikely that the proposal would have a significant impact on adjacent landholders.

Construction activities would be restricted to the standard approved hours, comprising:

- Mon-Friday 7am – 7pm, and
- Saturday 7am – 12pm.

4. Infrastructure and service provisions

4.1. Site accessibility

4.1.1. Access to the proposal site and car parking

The site would be accessed from the northern side of the Murrumbidgee River. Vehicles would access the proposal from Townsend Street and Augusta Street, onto an all-weather track parallel with the existing viaduct. Access is currently limited by the height of the viaduct at the end of Augusta Street. Only cars and other vehicles less than 3m in height would be able to pass.

The existing unsealed access road would connect into an informal parallel car parking area, where five (5) spaces would be provided. The parking area would be unsealed and would be positioned near the start of the track ramp, parallel to the existing rail viaduct. The parking area would involve as little disturbance to the area as practicable; works would only involve shoulder widening. Further detailed design would occur prior to construction. Due to the minor scope of works required for the proposal, the unsealed finish of the access road and parking area is considered acceptable from a construction and operational perspective.

4.1.2. Traffic generation

Council anticipates there would be a maximum average of 20 vehicles per day that may visit the proposal.

Throughout the preparation of preliminary design plans, Council consulted with Transport for New South Wales (Transport for NSW). Transport for NSW objected to the original design concept, which provided the walkway/cycling route as a thoroughfare to land situated on the southern side of the Murrumbidgee River. Due to the proposal's proximity to Sturt and Newell Highway, Transport for NSW indicated there would be heightened risk for pedestrian users accessing the proposal, adjacent to a major thoroughfare. As a result, the design has been modified to restrict access from the bridge to the southern bank of the Murrumbidgee River. Therefore, traffic generation would be limited to users accessing the proposal from Narrandera, as this is the only route available.

4.1.3. Safe access to the proposal

Due to the nature of the development, public access would be provided to users for pedestrians and cyclists. Pedestrian and bicycle access would be achieved through the construction of the northern ramp, which would facilitate access to the bridge.

Resurfacing of the bridge would occur using pre-constructed modules (of Modwood Decking on steel frames). The ramp would also comprise the same material and methodology; whereby Modwood decking would be provided, with associated safety barriers.

The proposal terminates on the southern side of the Murrumbidgee River, before the existing southern viaduct. Safety barriers would be provided to restrict access, this would incorporate interpretive signage and a continuation of the handrails which are use along the walkway. It is proposed that the barrier would be placed between the columns on the southern side of the bridge.

4.2. Public utilities

Communication and electrical infrastructure are present and provided by overhead means, adjacent to the proposal area. The proposal does not impact or require modifications to be made to existing infrastructure.

No services (water supply points) or amenities (toilet) would be provided for users of the route.

5. Statutory framework

5.1. Foundation for the proposal

5.1.1. Riverina Murray Regional Plan 2036

The Riverina Murray Regional Plan identifies the region as being characterised by a network of centres comprising vibrant communities making the most of successful places, abundant arts, dining, entertainment, and recreational opportunities.

The Murray River is one of Australia's most iconic and valuable waterways. It supports agriculture; has great scenic beauty and diversity; a rich cultural heritage; and boasts enviable lifestyle, tourism, and recreational opportunities. These land uses are often in competition with each other.

Direction 7 of the Regional Plan places an emphasis on promoting eco-tourism, agritourism, lifestyle activities (events and festivals), recreation, and Aboriginal cultural heritage and historic heritage. The underlying goal is to facilitate sustaining the economies of local towns and villages, aid food growers and potentially attract visitors in off-peak seasons.

The Regional Plan has identified strategic priorities for Narrandera, which include:

- *Upgrade town streetscapes to support commercial transactions and social interactions, and provide appropriate infrastructure to support recreational facilities, as well as infrastructure to support tourist destinations in the shire, including river and forest areas.*

The proposal would achieve a quality outcome of promoting use of a heritage item, while providing a public recreation area for local users and tourists to enjoy.

5.1.2. Narrandera Local Strategic Planning Statement

The Local Strategic Planning Statement (LSPS) outlines economic, social, and environmental land use needs over the next 20 years. It sets clear planning priorities about what would be needed, such as jobs, homes, services, tourism, and recreational areas. The LSPS provides clear direction that the existing tourism industry and recreational facilities throughout the region could be further enhanced and expanded to the benefit of the local and regional economy.

The LSPS gives effect to the Riverina Murray Regional Plan 2036, implementing the directions and actions at a local level.

As referred to in Section 5.1.1, the strategic priorities identified for Narrandera under the Regional Plan directions, include:

- Direction 7: Promote tourism opportunities, and
- Direction 28: Deliver healthy built environments and improved urban design.

To achieve the directions of the Regional Plan, Council at the local level has developed a strategic priority. The following priorities (2 and 4) relate to recreational facilities and protection of environment and heritage, in which this DA relates to.

Priority 2 *A vibrant place to visit and stay:*

- *Manage recreational facilities and tourist destinations to promote the Shire as a desirable place to live and visit.*

- Collaborate with relevant organisations, state agencies and land owners to manage tourist areas.
- Support the development and maintenance of appropriate infrastructure within significant recreational destinations including environmental protection areas.

Priority 4 Protection and management of our environment and heritage:

- Identify and protect the Shire’s high environmental value areas from incompatible land uses.
- Support the enhancement of high environmental value areas and restoration of degraded vegetation.
- Encourage and support use, re-use and suitable adaptation of heritage buildings.
- Avoid and minimise impacts to Aboriginal and historic heritage values.

The proposal would assist Council in delivering Priority 2 and 4. The proposal aims to protect and offer a positive re-use of the Lattice Bridge. The re-use would provide users the opportunity to enjoy ongoing use of a heritage structure. Concurrently, the recreation area would facilitate health and wellbeing of users, while affording an appreciation of the environmental setting of the surrounding landscape.

5.2. State planning controls

5.2.1. Environmental Planning and Assessment Act 1979

The *Environmental Planning and Assessment Act 1979* (EP&A Act) and associated regulations and instruments set the framework for development assessment in NSW. The proposed development would be assessed under the provisions of Part 4 of the EP&A Act.

In accordance with Section 4.46 of the EP&A Act, integrated development is development that, for it to be carried out, requires development consent and one or more of the following approvals, as indicated in Table 5-1 below.

Table 5-1 Clause 4.46 What is ‘integrated development’? of the EP&A Act 1979.

Act	Provision	Approval	Relevant
Coal Mine Subsidence Compensation Act 2017 (NSW)	s 22	approval to alter or erect improvements, or to subdivide land within a mine subsidence district	No
Fisheries Management Act 1994 (NSW)	s 144	aquaculture permit	No
	s 201	permit to carry out dredging or reclamation work	No
	s 205	permit to cut, remove, damage, or destroy marine vegetation on public water land or an aquaculture lease, or on	No

Act	Provision	Approval	Relevant
		the foreshore of any such land or lease	
	s 219	permit to: (a) set a net, netting, or other material, or (b) construct or alter a dam, floodgate, causeway, or weir, or (c) otherwise create an obstruction, across or within a bay, inlet, river, or creek, or across or around a flat	No
Heritage Act 1977 (NSW)	s 58	approval in respect of the doing or carrying out of an act, matter or thing referred to in s 57 (1)	Yes. A Statement of Heritage Impact (SOHI) has been prepared for referral to Heritage NSW.
Mining Act 1992 (NSW)	ss 63, 64	grant of mining lease	No
National Parks and Wildlife Act 1974 (NSW)	s 90	consent to knowingly destroy, deface, or damage or knowingly cause or permit the destruction or defacement of or damage to, a relic or Aboriginal place	No
Petroleum (Onshore) Act 1991 (NSW)	s 16	grant of production lease	No
Protection of the Environment Operations Act 1997 (NSW)	ss 43 (a), 47 and 55	Environment protection licence to authorise carrying out of scheduled development work at any premises.	No
	ss 43 (b), 48 and 55	Environment protection licence to authorise carrying out of scheduled activities at any premises (excluding any activity described as a “waste activity” but including any activity described as a “waste facility”).	No

Act	Provision	Approval	Relevant
	ss 43 (d), 55 and 122	Environment protection licences to control carrying out of non-scheduled activities for the purposes of regulating water pollution resulting from the activity.	No
Roads Act 1993 (NSW)	s 138	consent to: (a) erect a structure or carry out a work in, on or over a public road, or (b) dig up or disturb the surface of a public road, or (c) remove or interfere with a structure, work or tree on a public road, or (d) pump water into a public road from any land adjoining the road, or (e) connect a road (whether public or private) to a classified road	No
Rural Fires Act 1997 (NSW)	s 100B	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	No
Water Management Act 2000 (NSW)	ss 89, 90, 91	water use approval, water management work approval or activity approval under Part 3 of Chapter 3	No. Work would be conducted on waterfront land; however, a public authority is exempt from the requirement to obtain a permit.

The proposal is integrated development under Section 4.46 of the EP&A Act.

5.2.2. Biodiversity Conservation Act 2016

The *Biodiversity Conservation Act 2016* (BC Act) establishes a regulatory framework for assessing and offsetting the biodiversity impacts of proposed developments and activities. The BC Act contains provisions relating to flora and fauna protection, threatened species and ecological

communities listing and assessment, a BAM, and a BOS for the calculation and retirement of biodiversity credits and biodiversity assessment and planning approvals.

In accordance with the provisions of the BC Act, the consent authority is required to take the likely development impact on biodiversity into consideration when determining a Part 4 Development Application.

The proposed development on RU5 zoned land has been assessed in accordance with the provisions outlined in clause 7.2 of the Biodiversity Conservation Act, to determine whether the development is likely to significantly affect threatened species (refer to Table 5-2). According to clause 7.7(2) of the BC Act, if the proposed development is likely to significantly affect threatened species, the Development Application is to be accompanied by a biodiversity development assessment report (BDAR). According to this clause, development is considered likely to significantly affect threatened species if:

- (a) it is likely to significantly affect threatened species or ecological communities, or their habitats, according to the test in section 7.3, (5-part Test) or*
- (b) the development exceeds the biodiversity offsets scheme threshold if the biodiversity offsets scheme applies to the impacts of the development on biodiversity values, or*
- (c) it is carried out in a declared area of outstanding biodiversity value.*

As outlined in the table below, the proposed development is not located within a declared area of outstanding biodiversity value under subclause (c) and would not trigger the Biodiversity Offsets Scheme (BOS) threshold under subclause (b).

Table 5-2 Assessment overview against the BC Act Thresholds

Threshold		Application to the Proposal	Threshold Exceeded?
The development is likely to significantly affect threatened species, populations, or ecological communities (clause 7.2(1)(a))		There is unlikely to be a significant effect on threatened species for the abovementioned reasons.	No
The development exceeds the biodiversity offsets scheme threshold (clause 7.2(1)(b)) Note; there are two potential BOS thresholds, pursuant to clause 7.1(1) of the BC Regulation.			
Minimum lot size associated with the property	Threshold for clearing of native vegetation	There is no minimum lot size (MLS) specified for the property on the LEP mapping. Although an MLS does not exist, no native vegetation would be removed and therefore the threshold would not be exceeded.	No
N/A	N/A		
The clearing of native vegetation, or other action prescribed by clause 6.1, on land identified on the Biodiversity Values map;		The land is identified on the Biodiversity Values map. However, there are no proposed works impacting vegetation, prescribed by clause 6.1 within the mapped area.	No

Threshold	Application to the Proposal	Threshold Exceeded?
The development is in an area of Outstanding Biodiversity Value (clause 7.2(1)(c))	None occur in the proposal area.	No

The proposed development does not trigger the BC Act thresholds. Therefore, a BDAR is not required to accompany the DA and the proposed development would not be required to enter the Biodiversity Offset Scheme (BOS).

5.2.3. Heritage Act 1977

The *Heritage Act 1997* (Heritage Act) is established to protect natural, cultural and built heritage. The Heritage Act administers the State Heritage Register, which provides permanent protection for a Stage significant heritage item. Pursuant to Section 4A of the Heritage Act, State heritages significant is defined as in relation to a place, building, work, relic, moveable object or precinct, means significance to the State in relation to the historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value of the item.

As the Lattice Bridge is a State listed heritage item (SH01050) an application would be made under Section 60 of the Heritage Act.

5.2.4. State Environmental Planning Policy (Koala Habitat Protection) 2021

The subject land is located within the Narrandera LGA, which is listed on Schedule 1 of the State Environmental Planning Policy (Koala Habitat Protection) 2021 (Koala SEPP). The proposal area does not comprise an area greater than 1 hectare. The works are generally constructed over existing infrastructure; therefore, the Koala SEPP does not apply to the proposed development.

5.2.5. State Environmental Planning Policy No 55 – Remediation of Land

The State Environmental Planning Policy No 55 – Remediation of Land (SEPP 55) aims to promote the remediation of contaminated land for the purposes of reducing the risk of harm to human health or any other aspect of the environment. Clause 7 of the SEPP No 55 requires that the remediation of land be considered by a consent authority in determining a DA.

The historic use of the bridge (a railway) is not listed as a potentially contaminating activity as identified in the Managing Land Contamination – Planning Guideless SEPP 55 – Remediation of land (Department of Urban Affairs and Planning, 1998).

The proposal involves a new use whereby construction is predominantly in the form of low impact works and involve minimal ground disturbance.

A search of the Sites Notified to the EPA under Section 60 of the NSW *Contaminated Land Management Act 1997* carried out in August 2021, indicated there are 3 listed sites in Narrandera LGA; however, none of the listed sites are within 100 metres of the subject land. It is considered no further assessment under SEPP 55 is required.

5.2.6. State Environmental Planning Policy (Infrastructure) 2007

The State Environmental Planning Policy (Infrastructure) 2007, referred to as ISEPP, contains provisions that facilitate the development and redevelopment of land for the purposes of infrastructure and service delivery.

Clause 104 Traffic generating development

The proposed development is not considered to be traffic generating development, in accordance with Schedule 3 of the ISEPP.

The proposed use is not specifically referenced in Column 1 of Schedule 3 of the ISEPP, so a classification of 'any other purpose' has applied; a corresponding trigger of '50 or more motor vehicles per hour' applies, due to a classified road being situated adjacent the subject land (Crown Land corridor).

Although the proposal would generate traffic by users of the walkway and cycleway route, it would not generate traffic movements greater than 50 or more motor vehicles per hour, refer to Section 4.1.2. The proposal would not provide or encourage direct access from the Sturt Highway, as access would not be provided the bridge from the southern side. Vehicle numbers would also be restricted by the limited availability of parking (5 spaces to be provided).

The proposal would therefore be below the threshold applied for development of 'any other purpose' under Schedule 3 of the ISEPP and not require referral to Transport for NSW.

5.3. Local planning controls

5.3.1. Narrandera Local Environmental Plan 2013

The proposed development occurs on land zoned W2 Recreational Waterways and RU5 Village under the provisions of the LEP, as indicated in Figure 5-1.

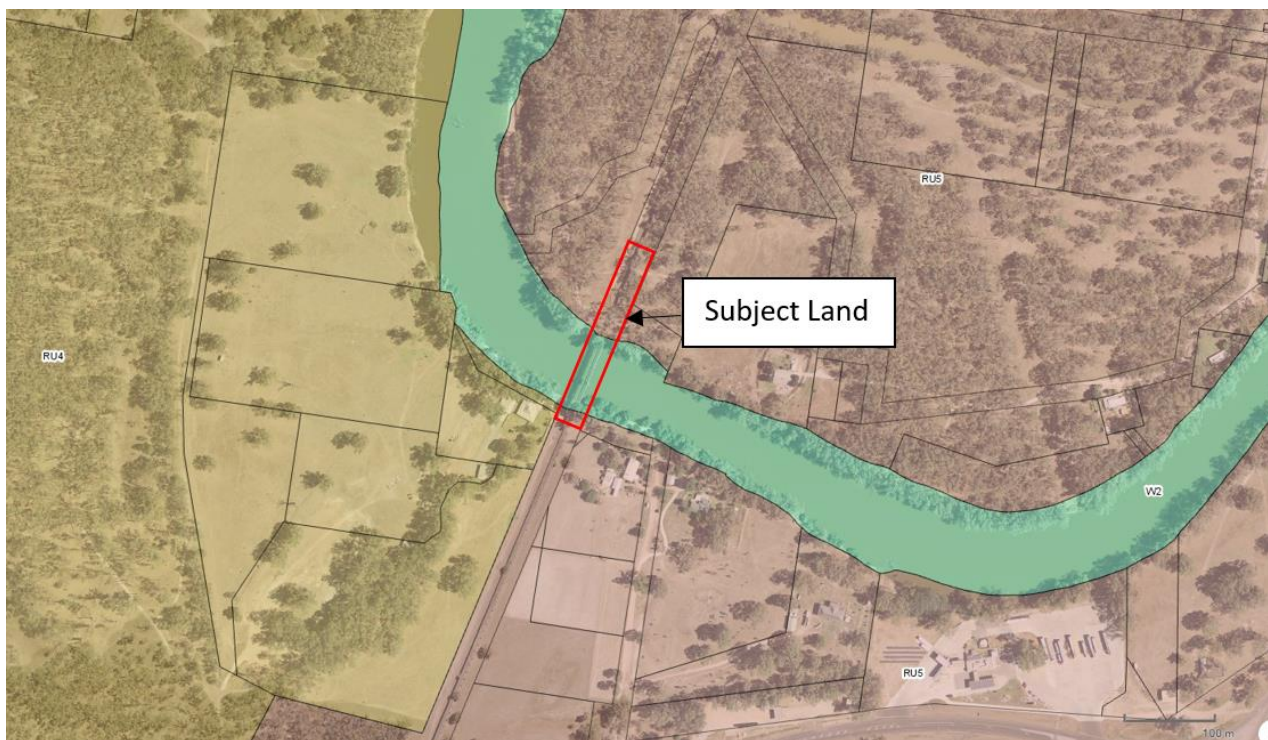


Figure 5-1 Land zoning (Source: ePlanning Portal, 2021)

Permissibility of the proposal

The proposed development is considered to meet the definition of a recreation area, as it provides a public walkway and cycleway for recreational purposes. Recreation areas are defined below in accordance with LEP.

recreation area means a place used for outdoor recreation that is normally open to the public, and includes—

- (a) a children's playground, or
- (b) an area used for community sporting activities, or
- (c) a public park, reserve or garden or the like,

and any ancillary buildings, but does not include a recreation facility (indoor), recreation facility (major) or recreation facility (outdoor).

Recreational areas are permissible on land zoned W2 and RU5.

Objectives of the zone

The proposed development complies with the objectives of the W2 Recreational Waterways as discussed in Table 5-3 below.

Table 5-3 LEP 2013 W2 objectives

W2 Recreational Waterways	Comment
<i>To protect the ecological, scenic and recreation values of recreational waterways.</i>	The objective is satisfied given the proposal would involve the reuse of the existing bridge for the purposes of recreation. The bridge decking would be prefabricated off-site and installed in a low-impact manner. The scenic nature and ecological value of the site would be protected.
<i>To allow for water-based recreation and related uses.</i>	The objective is satisfied given the proposed development would facilitate recreational activities within the area.
<i>To provide for sustainable fishing industries and recreational fishing.</i>	Not applicable.

The proposed development complies with the objectives of the RU5 Village as discussed in Table 5-4 below.

Table 5-4 LEP 2013 RU5 objectives

RU5 Village	Comment
<i>To provide for a range of land uses, services and facilities that are associated with a rural village.</i>	<p>The proposal would result in a low impact recreational area, which would contribute to the range of land uses and facilities offered within Narrandera.</p> <p>The proposal would provide a boost to the local economy as an additional facility is provided, attracting tourists.</p>

The proposed development is compatible with the objectives of the W2 and RU5 zones. The proposed development would complement and contribute to providing a recreation area, while facilitating the preservation of the environmental qualities of the location.

Clause 5.10 Heritage Conservation

As discussed in Section 3.5.2 of this report, the proposal area contains an Item of Environmental Heritage that is listed in Schedule 5 of the LEP. The listed item (I075) 'Rail bridge over Murrumbidgee River' has State significance. As a result, a Statement of Heritage Impact (SOHI) has been prepared by Noel Thomson Architecture.

The proposal involves partial demolition and alterations to an item listed in Schedule 5; therefore, development consent is required.

The proposal involves new works which would be constructed beside and onto the Railway Bridge, which would have an impact on the heritage significance of the State Listed Heritage Item. To

reduce the impact, proposed new works shall be constructed in steel and be in 'industrial' style to match the same technical excellence of the nearly 120-year-old bridge.

The proposal would facilitate incorporating Narrandera Railway Bridge into the 'Narrandera Bike and Hike' track network. In achieving the proposal, it aims to promote and make the public aware of the heritage significant structure, whilst bringing the underutilised asset to life (Noel Thomson Architecture, 2021).

The SOHI is supportive of the proposed adaptive re-use of the existing bridge structure.

Clause 5.21 Flood Planning

The proposed development requires minor structural work to establish the proposed ramp. Indicative footing requirements (size and depth) and structural details are shown in refer to Appendix A. Pursuant to the provision of Clause 5.21(2) of LEP, the consent authority must consider the following:

(2) Development consent must not be granted to development on land the consent authority considers to be within the flood planning area unless the consent authority is satisfied the development—

(a) is compatible with the flood function and behaviour on the land, and

(b) will not adversely affect flood behaviour in a way that results in detrimental increases in the potential flood affectation of other development or properties, and

(c) will not adversely affect the safe occupation and efficient evacuation of people or exceed the capacity of existing evacuation routes for the surrounding area in the event of a flood, and

(d) incorporates appropriate measures to manage risk to life in the event of a flood, and

(e) will not adversely affect the environment or cause avoidable erosion, siltation, destruction of riparian vegetation or a reduction in the stability of river banks or watercourses.

It is considered unlikely that the proposal would result in the creation of adverse impacts to flood function and behaviour of flood waters in the locality. The proposal involves unenclosed ramps, walkways, landscape/surface treatments and decking on the bridge; it is anticipated that the proposal would not create a detectable impact on floodwaters. The nature of the proposed works is minor in comparison to the breadth of the floodplain in the locality, where floodwaters would move freely throughout.

There is no requirement for a minimum finished floor level to be achieved given the recreational area/structure is for walkway and cycleway purposes. There are no buildings proposed, therefore no change would result to localised behaviour of flood waters.

Clause 6.1 Earthworks

The proposed development requires minor earthworks to establish the footings for the proposed ramp. Indicative footing requirements (size and depth) are shown in refer to Appendix A. Pursuant to the provision of Clause 6.1(2) of LEP, the consent authority must consider the following:

(2) Development consent is required for earthworks unless—

(a) the earthworks are exempt development under this Plan or another applicable environmental planning instrument, or

(b) the earthworks are ancillary to development that is permitted without consent under this Plan or to development for which development consent has been given.

Development consent is required for earthworks as the proposal does not satisfy Clause 6.1(2) of LEP.

Before granting consent, the consent authority must consider matters raised in Clause 6.1(3), prior to granting consent.

As earthworks is limited to excavation of footings only, it is considered that the proposed earthworks would not compromise the use of the land but, rather, contribute to the achievement of the relevant objectives of the RU5 zone. No earthworks would be carried out on land zoned W2.

The proposed earthworks would not have an impact on the existing drainage patterns in the locality. Mitigation measures would ensure the environment is protected against soil erosion and loss of soil from the proposal area. Erosion and Sediment Control measures would be installed prior to construction and would be implemented and maintained onsite during the construction phase.

Clause 6.4 Terrestrial biodiversity

Part of the proposal area (land situated either side of the bridge) is mapped as terrestrial biodiversity under Clause 6.4 of the LEP, as shown in Figure 5-2 below.

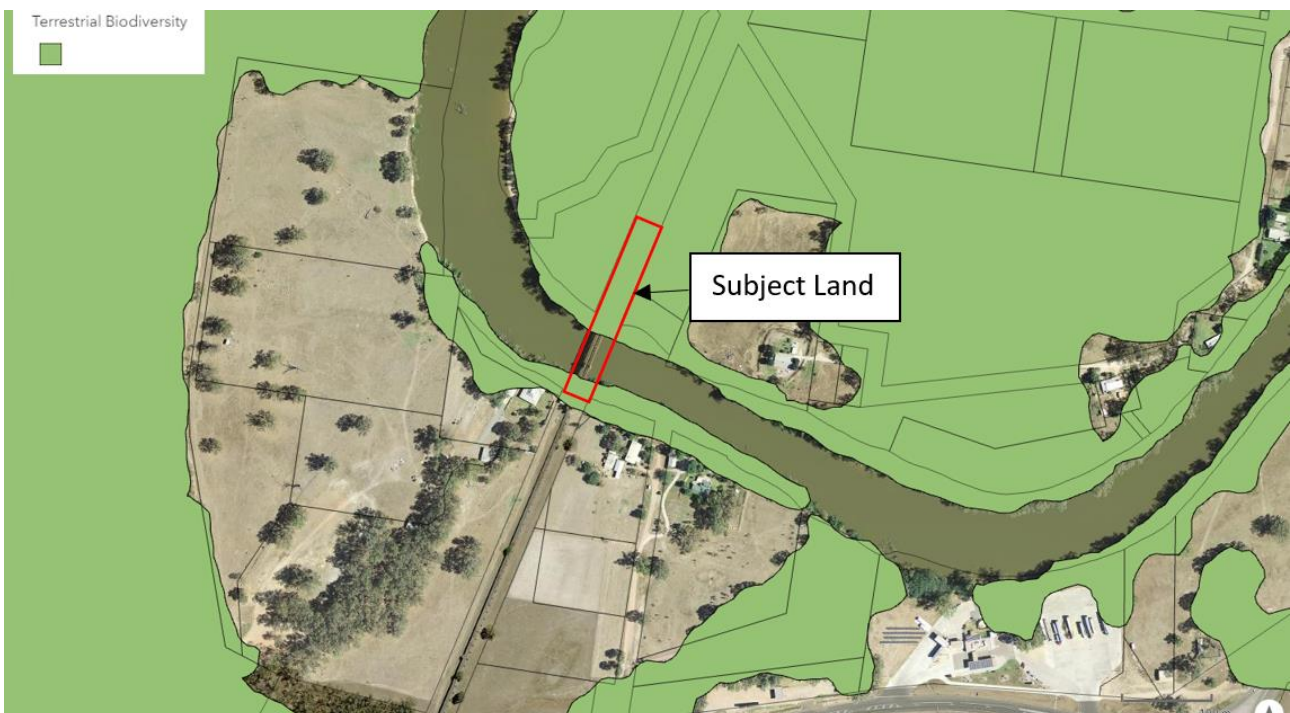


Figure 5-2 Biodiversity sensitivity within the subject land (Source: ePlanning Portal, 2021)

The proposal can be undertaken without comprising the terrestrial biodiversity. Key matters that Council must consider under Clause 6.4(3) of the LEP are outlined in below.

(a) whether the development is likely to have—

- (i) any adverse impact on the condition, ecological value and significance of the fauna and flora on the land, and
 - (ii) any adverse impact on the importance of the vegetation on the land to the habitat and survival of native fauna, and
 - (iii) any potential to fragment, disturb or diminish the biodiversity structure, function and composition of the land, and
 - (iv) any adverse impact on the habitat elements providing connectivity on the land, and
- (b) any appropriate measures proposed to avoid, minimise or mitigate the impacts of the development.

The proposal would not introduce adverse impacts to the locality as the works would be achieved in a low impact manner. All proposed works would be addressed through detailed construction certificate documentation, where consideration of site disturbance, introduction of noxious weeds and post-construction management responsibilities would be outlined. A significant extent of the works would be over the bridge, where ecological considerations would not be impacted. The proposal would not result in removal of vegetation to facilitate the proposed development or result in fragmentation of biodiversity structure or function.

Clause 6.5 Groundwater vulnerability

The proposal area and surrounding landscape is mapped as groundwater vulnerability, under Clause 6.5 of the LEP, as shown in Figure 5-3.

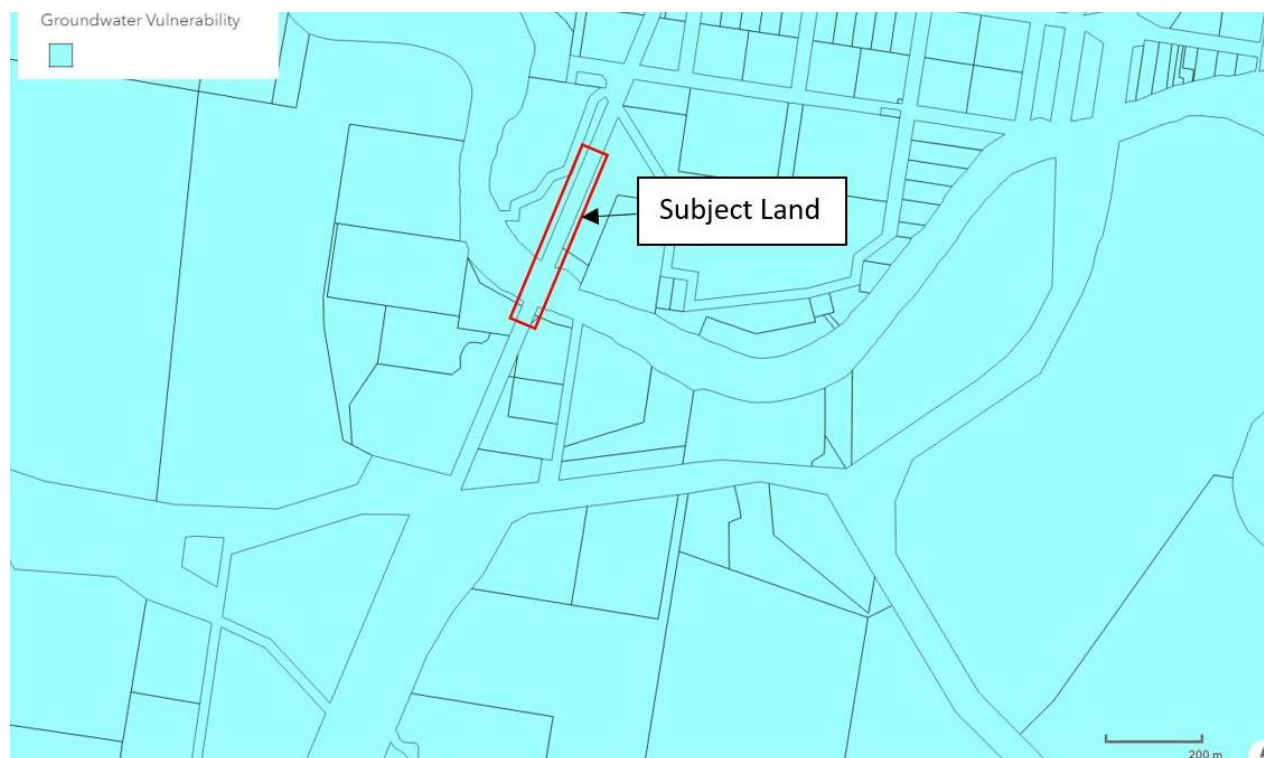


Figure 5-3 Groundwater vulnerability within the subject land (Source: ePlanning Portal, 2021)

The development complies with the objectives for groundwater vulnerability. The objectives of Clause 6.5 are identified below.

- (1) The objectives of this clause are as follows—

(a) to maintain the hydrological functions of key groundwater systems,

(b) to protect vulnerable groundwater resources from depletion and contamination as a result of development.

The objectives are satisfied, given that the proposal would not affect hydrological functions of key groundwater systems. The proposal would not result in the depletion of groundwater or contamination of vulnerable groundwater resources.

Clause 6.6 Riparian lands and watercourses

The proposal is mapped as riparian land and watercourse under Clause 6.6 of the LEP, as shown in Figure 5-4.

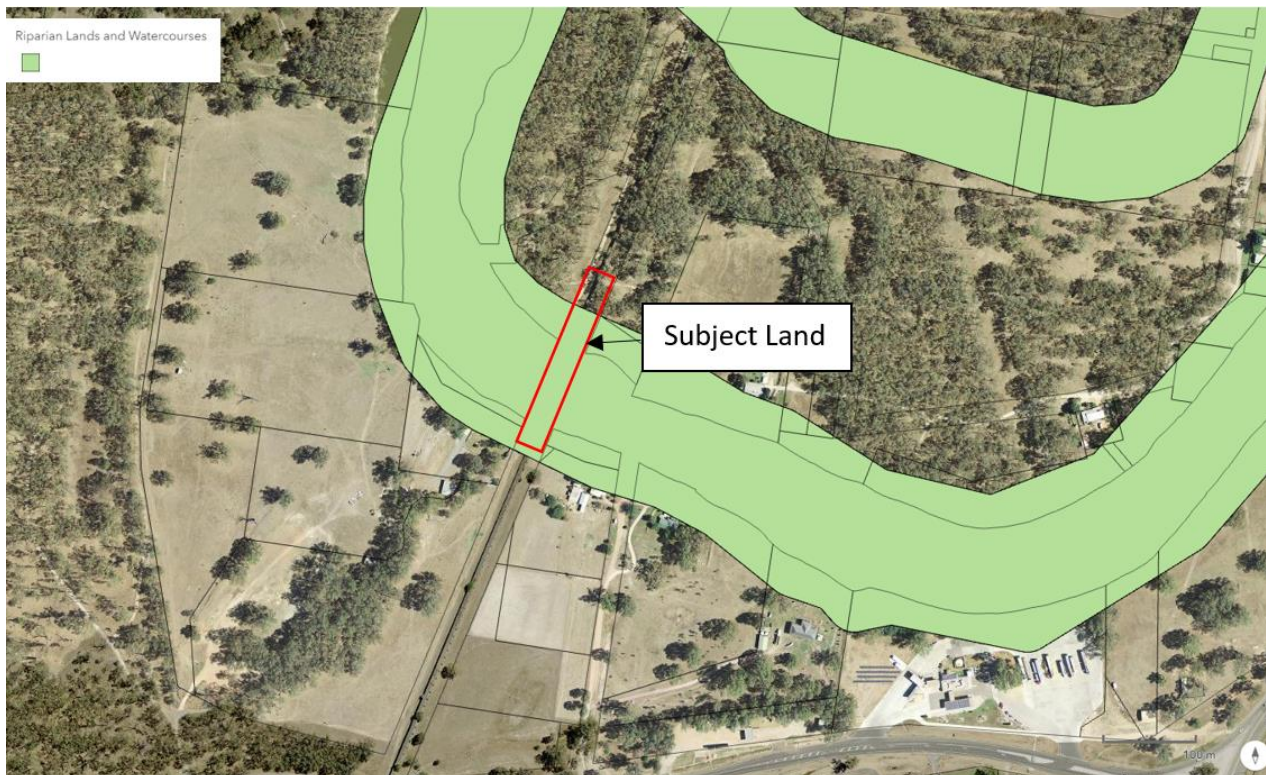


Figure 5-4 Sensitive riparian land within the subject land (Source: ePlanning Portal, 2021)

The proposal can satisfy the objectives for riparian lands and watercourses, as discussed below.

- (1) *The objective of this clause is to protect and maintain the following—*
 - (a) *water quality within watercourses,*
 - (b) *the stability of the bed and banks of watercourses,*
 - (c) *aquatic and riparian habitats,*
 - (d) *ecological processes within watercourses and riparian areas.*

The objectives are satisfied given the proposal largely involves the repurposing of an existing structure. No impacts to water quality within the watercourse are anticipated. Erosion and sediment controls measures would apply to construction works, associated with minor ground disturbance for the proposed ramp (10 footings in total) and the parking area.

As outlined previously, detailed construction certificate documentation would address the construction methodology and mitigation measures to be applied through the construction and post construction phase. Measures such as erosion and sediment control and rehabilitation of disturbed areas would occur.

With appropriate implementation of mitigation measures, the stability of the bed and banks, aquatic and riparian habitat and ecological functions of the watercourse, would not be impacted.

Clause 6.7 Wetlands

The proposal area is mapped as occurring in a wetland environment, as shown in Figure 5-5.

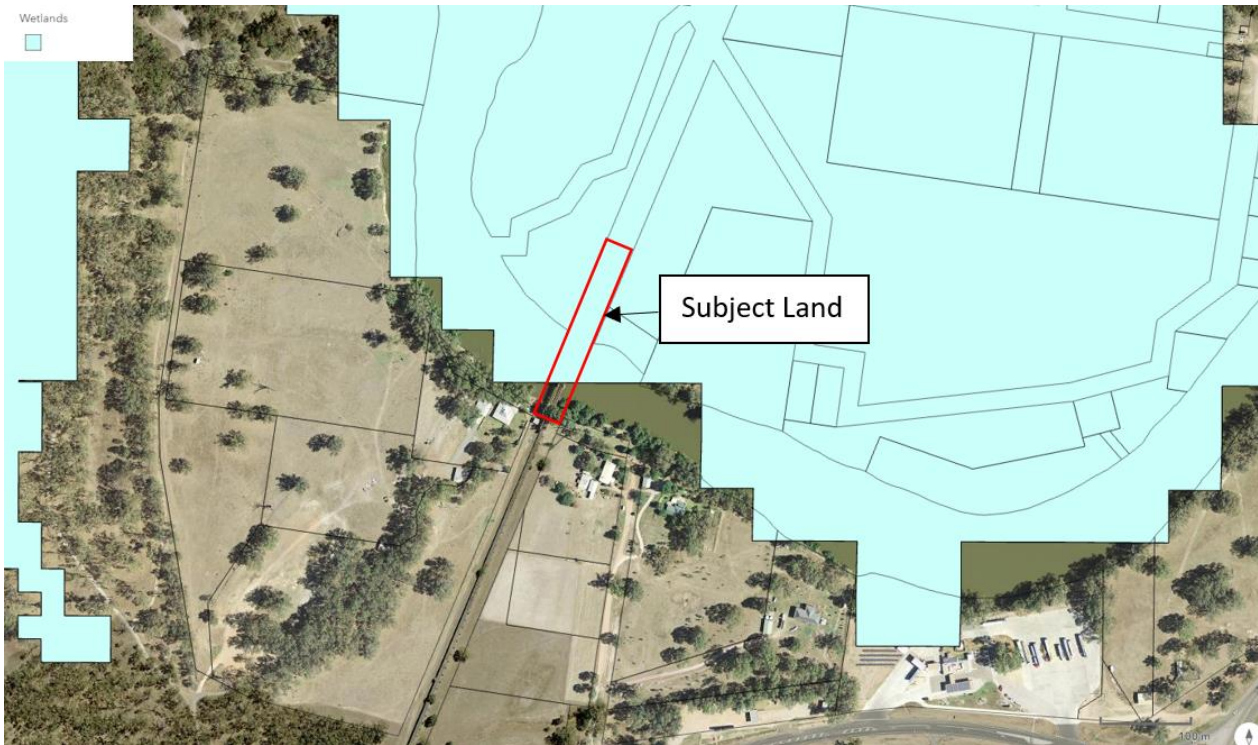


Figure 5-5 Wetlands within the subject land (Source: ePlanning Portal, 2021)

The proposal would satisfy the objectives for wetlands, as discussed below.

- (1) *The objective of this clause is to ensure that wetlands are preserved and protected from the impacts of development.*

The proposal would preserve and afford ongoing protection to land mapped as wetlands. The proposal involves land-based works within an historic railway corridor.

Clause 6.9 Development on river front areas

The proposal is situated on a river front area, given the existing bridge spans the Murrumbidgee River.

The development complies with the objectives for development on river front areas, are outlined below.

- (1) *The objectives of this clause are as follows—*
 - (a) *to support the natural migration of the river channel, including riverine processes,*
 - (b) *to protect and improve the bed and bank stability of rivers,*
 - (c) *to maintain or improve the water quality of rivers,*
 - (d) *to protect the amenity, scenic landscape values and cultural heritage of rivers,*
 - (e) *to protect public access to riverine corridors,*
 - (f) *to conserve and protect riverine corridors, including wildlife habitat.*

The relevant objectives of Clause 6.9 objective are satisfied given the proposal largely involves the repurposing of an existing structure. The proposal would not impact the natural migration of the river channel and riverine processes. The proposal would not impact bed and bank stability of the Murrumbidgee River, as no works are proposed in this location. The proposal would contribute to

the amenity, scenic landscape value and cultural heritage of the river. Overall, the proposal is considered to be low impact and would protect the riverine corridor and wildlife habitat.

Clause 6.10 Development on riverbeds and banks

The proposal does not involve works on the riverbed or bank of the Murrumbidgee River. Therefore Clause 6.10 does not apply.

5.3.2. Narrandera Development Control Plan 2013

The Narrandera Development Control Plan (DCP) 2013 contains provisions relevant to the proposed development. The provisions, relevant to the proposed bridge conversion, are discussed in Table 5-5 on the following pages.

Table 5-5 Relevant DCP 2013 Provisions

Development Control Plan – Consideration of Relevant Clauses	Comment
Chapter 6 – Controls that apply to all development	
Section 6.2 – Off-street parking – Business Centre and other land uses	
<p>Section 6.2.1 – Car parking design standards</p> <p>Car parking areas and individual spaces are to be designed in accordance with the Section 6 “Access and parking area design” of the NSW Roads and Traffic Authority Guidelines for Traffic Generating Development, except for the following standards.</p> <ul style="list-style-type: none"> • Individual car parking spaces are to have minimum dimensions of 2.6 metres x 5.2 metres • Car parking spaces for disabled persons are to comply with AS 2980.1 • For all land uses apart from single dwellings, vehicles are to enter and leave the site in a forward direction. 	<p>Car parking spaces would be provided in accordance with relevant guidelines and Section 6.2.1 of the DCP.</p>
<p>Car parking for individual land uses is to be provided in accordance with the table provided in Section 6.2.2</p>	<p>The proposed land use is not listed in the DCP. Council has indicated that an area would be provided for 5 car parking spaces, plus an area for safe manoeuvring of vehicles.</p>
Part D – Land use Based Controls	<p>No specific controls are listed that relate to development for recreational purposes, or bridge infrastructure.</p>
Part E – Planning for Natural Hazards	

Development Control Plan – Consideration of Relevant Clauses	Comment
Chapter 11 – Flood liable land	
Section 11.4 – Land use categories in this plan In accordance with Table 2 of Chapter 11, the proposed recreational area (land use) is categorised as ‘recreation and agriculture and non-urban’.	
Section 11.7 – Flood controls in all other areas The remainder of the flood plain has land within each hydraulic category – floodway, flood storage and flood fringe. Table 5 provides the prescriptive and performance-based development controls for the remainder of the floodplain.	The proposal is situated in the ‘floodway’ zone, as identified in Figure 1 of Chapter 11. A merit-based discussion is provided in Section 3.4.2 of this report. A flood study has not been undertaken for the proposal. The majority of the proposed work involves providing infrastructure that is situated within a railway bridge, which is largely located above the flood zone. The remainder of works is designed to enable passage of flood waters, to reduce the likelihood of creating adverse hydraulic behaviour, or loss of flood storage, in the locality.
Appendix 1 – Flood liable land additional information E – flood protection measures	As no buildings or significant structures are proposed, considerations such as floor level, building components and method and structural soundness have not been discussed. As the proposed ramp would be subject to flood impacts, the ramp structure would be constructed with flood compatible building components below the 100-year average recurring interval (ARI) level. Considerations in relation to evacuation and emergency management would apply to the proposal. The proposal would be consistent with Council’s Local Flood Plan. A plan of management would be prepared for the operational phase of the proposal,

Development Control Plan – Consideration of Relevant Clauses	Comment
	where management of environmental hazards such as flood, would be identified.
<p>Chapter 12 – Bushfire prone land</p>	<p>As identified in Section 3.4.1, the proposal is located over land identified as bush fire prone land. Section 4.14 of the EP&A Act requires proposed development located on bush fire prone land to consider and where applicable, conform to the specifications of the New South Wales Rural Fire Service’ (NSW RFS) guidelines Planning for Bush fire Protection (PBP) 2019 apply.</p> <p>As recreational areas can accommodate large numbers of persons of various physical capabilities, an emphasis is placed on consideration of appropriate emergency management and evacuation considerations under PBP.</p> <p>As referred to previously in this report, Council would be responsible for preparing a management plan for other environmental hazards, prior to the operation of the proposed development. Bush fire and emergency management would be addressed in the management plan, in consultation with relevant fire agencies.</p>
<p>Part F – Natural Resources Chapter 13 – Sensitive land resources in the Shire</p>	
<p>Section 13.1 Biodiversity (vegetation) Clause 6.1 of the LEP contains provisions for the impact assessment of DAs for land identified on the Natural Resource – Biodiversity Maps.</p>	<p>Clause 6.4 is the relevant provision under the current LEP. Clause 6.4 is discussed in Section 5.3.1 of this report.</p>
<p>Chapter 14 – Sensitive water resources in the Shire</p>	

Development Control Plan – Consideration of Relevant Clauses	Comment
<p>Section 14.1 Riparian land and waterways Clause 6.6 of the LEP contains provisions for the impact assessment of DAs for land identified on the Natural Resource – Riparian land and waterways.</p>	<p>Clause 6.6 is the relevant provision under the current LEP. Clause 6.4 is discussed in Section 5.3.1 of this report.</p>
<p>Section 14.2 Wetlands Clause 6.2 of the LEP contains provisions for the impact assessment of DAs for land identified on the Natural Resource – Wetlands.</p>	<p>Clause 6.2 is the relevant provision under the current LEP. Clause 6.4 is discussed in Section 5.3.1 of this report.</p>
<p>Section 14.3 Groundwater vulnerable land Clause 6.3 of the LEP contains provisions for the impact assessment of DAs for land identified on the Natural Resource – Groundwater vulnerable land.</p>	<p>Clause 6.3 is the relevant provision under the current LEP. Clause 6.4 is discussed in Section 5.3.1 of this report.</p>
<p>Chapter 15 – Heritage Controls Development consent is required to carry out demolition work, external alterations, and additions, repainting and significant internal alterations to heritage items.</p>	
<p>Attachment 1 – Statement of Significance Item No. I075 – Rail Bridge over Murrumbidgee River <i>The extension of the railway is significant due to its pivotal role in connecting Narrandera to Jerilderie and the South. This and the Hay line made Narrandera a major interchange railway point. The bridge is a notable and relatively rare example of a late 19th century prefabricated iron bridge and the river setting has strong aesthetic appeal.</i> <i>The timber structure supporting the railway line is significant for scale and the massive timber construction.</i></p>	<p>Item I075 is listed under Schedule 5 (Environmental Heritage) of the LEP. As the heritage item is also listed on the NSW State Heritage Register, as SOHI has been prepared by Noel Thomson Architecture, refer to Appendix B. Built heritage considerations are also discussed in Section 3.5.2 and Section 5.3.1 of this report.</p>

5.4. Other relevant section 4.15 matters for consideration

Section 4.15 of the *Environmental Planning and Assessment Act 1979* states that in determining a development application, a consent authority is to take into consideration other relevant matters. These matters are listed in Table 5-6 below.

Table 5-6 Relevant 4.15 matters

Other relevant 4.15 matters for consideration	
<i>any proposed instrument that is or has been the subject of public consultation under this Act and that has been notified to the consent authority...:</i>	The subject land is not currently subject to a proposed instrument.
<i>any planning agreement...:</i>	There are no planning agreements that are relevant to the proposed development.
<i>the suitability of the site for the development...:</i>	<p>There are no site attributes that are considered to compromise the suitability of the site for the proposed development. Whilst environmental features are mapped in the locality, the proposal is designed to enable a low impact construction outcome.</p> <p>As the proposal occurs over an existing railway corridor and bridge, the potential for environmental impacts is significantly reduced.</p> <p>The proposal achieves an adaptive re-use of an existing bridge, which provides a positive, long-term use for enjoyment by the public.</p>
<i>any submission...:</i>	Council would undertake appropriate public consultation and consider any submissions as a result of public notification.
<i>the public interest...:</i>	The public interest is served as the proposed development is in accordance with the publicly endorsed local planning policies and guidelines, specifically, the LEP and DCP. The proposal also contributes to meeting the strategic priorities of the Regional Plan and LSPS.

5.4.1. Environmental Assessment

Table 5-7 Statement of Environmental Effects

Primary Matters	Likely Impacts	Safeguards and Mitigation Measures
Context and Setting	<p>Positive. The proposed development is consistent with the objectives contained in the LEP. The proposed layout design has considered the local environment and responds to the context of the site.</p> <p>The land is zoned as a W2 Recreational Waterways and RU5 Village; the proposal would be compatible with the intended use for each zone by way of providing a low-impact, adaptive re-use of the site, for recreational purposes.</p>	<p>The impacts of the proposed development and the relationships to other land uses can be satisfactorily managed by construction and operational measures as outlined below.</p>
Privacy, Views and Sunlight	<p>Minimal. The proposed development would not compromise the privacy and solar access of nearby private properties. The subject land is not located within an area of locally significant ridgelines. It is acknowledged that the proposed development could be viewed by users of Murrumbidgee River (i.e., kayaking, boating), however the proposed design would not detract from the existing structure, providing a sympathetic outcome.</p>	<p>No further consideration required.</p>

Primary Matters	Likely Impacts	Safeguards and Mitigation Measures
	<p>Minor privacy concerns may apply to residences adjacent the proposal on the southern bank.</p>	
<p>Access and Traffic</p>	<p>Minimal. The proposed development is adequately supported by the existing unsealed access roads. The proposal would not create unintended traffic impacts on the surrounding area.</p> <p>Construction traffic and anticipated to be limited in duration, as the proposed works would largely be prefabricated and delivered to the site for installation.</p>	<p>A traffic management plan would be implemented prior to commencement of works.</p>
<p>Infrastructure</p>	<p>Minimal. Occasional maintenance of existing unsealed access roads would be required throughout the operational phase of the proposal.</p> <p>No impacts would occur to existing services located in the proximity to the proposal.</p>	<p>No further consideration required.</p>
<p>Heritage</p>	<p>Positive. A Statement of Heritage Impact (SOHI) accompanies the application, for referral to Heritage NSW. The SOHI concludes that the minor work involves achieving the adaptive re-use of the bridge, to enable its future use as a recreational area is a positive outcome.</p>	<p>No specific measures were considered required.</p> <p>The proposal would be referred to Heritage NSW under Section 4.46 of the EP&A Act.</p>

Primary Matters	Likely Impacts	Safeguards and Mitigation Measures
Construction	<p>Minimal. The decking would be prefabricated off-site. All work would be designed and constructed in accordance with Council's engineering guidelines and relevant Australian Standards.</p> <p>Construction work would be managed with minimal nuisance to the surrounding road network and undertaken only within approved construction hours.</p>	<p>Construction work would only be undertaken during approved hours.</p> <p>Interruption to the surrounding road network would be minimised and traffic control provided as required.</p>
Land Resources	<p>Positive. The proposal would provide a new use for the existing bridge, while providing an appreciation to its historic features. The proposal would contribute to the 'Hike and Bike' walking and cycling network.</p> <p>The proposed development would contribute to enhanced tourism for the Narrandera LGA.</p>	Not applicable.
Soil and Water	<p>Minor. Some minor earthworks may be required during the construction of the pedestrian access to the bridge; however, soil and erosion controls would be implemented during the construction phase of the proposal to avoid any adverse impacts.</p>	<p>Soil and erosion control measures would be implemented during the construction phase and inspected regularly to maintain their performance.</p>
Air and Micro-climate	<p>Minimal. There are no identified adverse impacts to ambient air or microclimate as a result of the proposed development.</p>	<p>Vegetative cover would be maintained where possible and soil and erosion control measures</p>

Primary Matters	Likely Impacts	Safeguards and Mitigation Measures
	Further, soil and erosion control measures would be implemented during construction.	would be implemented during the construction phase.
Noise and Vibration	Minimal. The proposed development would be likely to generate typical noise during the construction phase, through traffic movements and through loading and loading of equipment. The use would operate within statutory limits.	Standard construction hours are proposed, to ensure compliance with statutory guidelines.
Flora and Fauna	Minor. The proposal would be undertaken without the removal of any native vegetation.	Weed management measures apply.
Waste	Minimal. All waste, including excavated material and green waste (minor site regrading works), generated through the construction period, would be disposed of appropriately off site. Construction waste would be recycled or disposed of in an appropriate manner by the works contractor.	Suitable disposal requirements apply, to ensure compliance with statutory guidelines.
Land Hazards	Minor. The subject land is flood and bushfire prone. The proposed development involves the conversion of an existing structure and would not increase flood or bushfire risk.	Flood impact measures are applicable.
Contaminated Land	Nil. The subject land is not on the list of Contaminated Sites notified to the NSW EPA.	Not applicable.

Primary Matters	Likely Impacts	Safeguards and Mitigation Measures
Social Impacts	Positive. The proposed development is anticipated to have several social benefits for Narrandera, surrounding communities and tourists who visit the region may increase tourism through the provision of the recreational area, situated in a scenic environment. Increased tourism within the area would contribute to regional economic growth and provide a boost to the local economy.	Not applicable.
Economic Impacts		Not applicable.
Cumulative Impacts	Minimal. The proposed development would have no adverse cumulative impacts on the surrounding area.	Not applicable.

6. Conclusion

This Statement of Environmental Effects (SEE) has been prepared to support a Development Application seeking Council's consideration for the proposed conversion of the Lattice Bridge to a recreation area for walkway and cycleway purposes, in Narrandera, NSW.

The proposal would contribute to providing an extension of the existing 'Bike and Hike' network and supports the adaptive re-use of a listed heritage item.

The proposed works involve establishing a walkway and cycleway. The proposed work is generally minor and would not represent a significant impact to sensitive receivers. Although environmental considerations and constraints are dually present in the surrounding locality, the proposal can be achieved in a low-impact manner. The proposal is situated within a historic railway corridor and bridge, which has been subject to significant disturbance by historical activities.

This report introduces controls to manage and mitigate potential impacts on the local environment and it is considered that the proposed development would avoid adverse outcomes.

The proposed development would be in the public interest, given its positive contribution to the 'Hike and Bike' network and the associated conversion of a valued historic site. The proposal would contribute to the scenic amenity of Narrandera and contribute to the development of the town's tourism industry.

The proposal is consistent with Priority 2 and 4 of Council's LSPS. The proposal would provide a recreation area while affording an appreciation of the environmental and heritage setting.

The SEE demonstrates that the proposed development would comply with the relevant provisions of the *Environmental Planning and Assessment Act 1979*, the Narrandera Local Environmental Plan 2013, Development Control Plan 2013 and contribute to the achievement of the W2 and RU5 zone objectives.

Appendix A Development Plans

Appendix B Statement of Heritage Impact

Appendix C AHIMS search result



AHIMS Web Services (AWS)

Search Result

Your Ref/PO Number : 20-611_2

Client Service ID : 616075

NGH Environmental - Newcastle
Unit 2, 54 Hudson Street
Hamilton New South Wales 2303
Attention: Brad Draper
Email: brad.d@nghconsulting.com.au

Date: 24 August 2021

Dear Sir or Madam:

AHIMS Web Service search for the following area at Lat, Long From : -34.76, 146.53 - Lat, Long To : -34.76, 146.54, conducted by Brad Draper on 24 August 2021.

The context area of your search is shown in the map below. Please note that the map does not accurately display the exact boundaries of the search as defined in the paragraph above. The map is to be used for general reference purposes only.



A search of Heritage NSW AHIMS Web Services (Aboriginal Heritage Information Management System) has shown that:

<input type="checkbox"/>	Aboriginal sites are recorded in or near the above location.
<input type="checkbox"/>	Aboriginal places have been declared in or near the above location. *