

# Statement of Environment Effects

## *Cootamundra Aerodrome Subdivision*

4 Lot Subdivision of Lot 3 DP1243629 Quinlan Drive,  
Cootamundra



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### Disclaimer

This Statement of Environmental Effects has been prepared for the sole purpose of supporting a development application for a subdivision of Lot 3 DP1243629 Quinlan Drive, Cootamundra and is reliant upon the information supplied by the applicant. The information has been prepared using electronic resources publicly available provided by the NSW Government.

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## Executive Summary

This Statement of Environmental Effect (SEE) has been prepared to accompany a development application (DA) to Cootamundra Gundagai Regional Council for the subdivision of land at Cootamundra Aerodrome, Quinlan Drive, Cootamundra.

Following initial consultation with Council the proposed subdivision layout has been designed to allow the development to occur progressively in two stages to respond to development and land supply pressure in a logical and cost-effective manner. The proposed layout allows for progressive release of allotments with the minimum outlay of infrastructure for Council. It allows for the accumulative recoupment of costs as the development progresses.

The SEE has been prepared in accordance with the EP & A Act, all relevant legislation and Council requirements. This SEE demonstrates that:

- The proposal is consistent with the controls of Cootamundra Local Environmental Plan 2013;
- The supporting technical studies/plans that accompany the DA establish that the environmental impacts of the proposed concept are generally acceptable.

Having considered all relevant matters, it is concluded that the proposal represents a sound development outcome and is therefore capable of receiving approval.

## Introduction and Background

This Statement of Environmental Effect (SEE) provides an assessment of information to support the Development Application (DA) to Cootamundra Gundagai Regional Council for the subdivision of Lot 3 DP1243629 Quinlan Drive, Cootamundra on behalf of Cootamundra Gundagai Regional Council (the land owner).

## Development Application Details

Proposed Development	Subdivision as follows: <ul style="list-style-type: none"> <li>• Creation of 3 additional allotments of 1,200m<sup>2</sup> to be used for buildings to house aircraft and 1 residual lot for continued use of aerodrome activities</li> <li>• All earthworks to prepare the land for future development</li> </ul>
Type of Approval	Local development
Site Address	Quinlan Drive, Cootamundra
Real Property Description	Lot 3 DP1243629 Quinlan Drive, Cootamundra
Site Area of Development	Approximately 98.5ha
Applicant	Cootamundra Gundagai Regional Council

This SEE has been prepared in accordance with the requirements of the *Environmental Planning and Assessment Act, 1979* (EP&A Act), the *Environmental Planning and Assessment Regulation 2021* (EP & A Reg) as well as the requirements of Cootamundra Gundagai Regional Council. It includes a detailed description of the site and the proposal and an assessment of the proposal.

## Supporting Documents

The SEE is based on and to be read in conjunction with the accompany documentation labelled “*Cootamundra Aerodrome Proposed Subdivision*” prepared by Regional Engineering Services.

## Background

Cootamundra Gundagai Regional Council is the owner of the land and has progressively developed parts of the site for development to support the operations of a local aerodrome. Council is proposing to further subdivide Lot 3 DP1243629 Quinlan Drive, Cootamundra to

provide additional allotments to enable the construction of buildings to house functions and assets normally associated with the operation of a local aerodrome. The proposal is a logical extension of the existing hangar allotments and makes use of the existing taxiway and Quinlan Drive infrastructure.

## The Site

The site is owned by Cootamundra Gundagai Regional Council and contains Cootamundra Aerodrome and ancillary development normally associated with such operations. The site has functioned as an aerodrome since the early part of last century.

The entire site is approximately 98.5ha, however the development site is approximately 5,000m<sup>2</sup> in area, and is a portion of Lot 3 DP 1243629. Lot 3 a large allotment containing the aerodrome terminal, runways and taxiways.

The site is situated on eastern outskirts of Cootamundra Township and is bounded by the Lake Cargelligo Railway Line to the west, residential land to the south and agricultural land on the remaining boundaries. The allotment is zoned part SP2 Infrastructure – Airport, part SP1 – Airport Recreation Hanger and part RU1 – Primary Production.

Access to the site is via Jack Masling Drive which is accessed from Olympic Highway. The development site is predominant clear of vegetation due to its historic use as part of the aerodrome operations. Reticulated water is provided to the site. The site is also provided with reticulated sewer.



Figure 1 – Aerial of development site in context of surrounding land outer boundaries of Lot 3 shown  
(source: Google Earth)



Overall, the site is relatively flat with stormwater drainage to be provided via open channels to the south of the proposed subdivision. The drain will flow to an existing drainage channel running along the Lake Cargelligo Rail Line. There is an existing stormwater rising main servicing existing hangars.



Figure 2 - Topography of the site viewed from Bullecourt Street with Lake Cargelligo Rail Line in foreground  
(source: *Instantstreetview.com, 2010*)

## The Proposal

The objective of the proposal is to provide for additional allotments to allow the construction of buildings to facilitate development that is ancillary to the operations of the aerodrome. It is intended to create a Torrens Title subdivision containing 3 additional allotments.



Figure 3 – Redundant infrastructure (towers, hut and contents) to be removed  
(source: *Instantstreetview.com, 2010*)

The site is subject to flooding in a 1% AEP Event. However, the allotments are not to be used for residential development, being for the construction of buildings that facilitate development ancillary to the operations of the aerodrome. The provision of drainage

infrastructure as part of the proposed development will assist in mitigating flood impact upon the development.

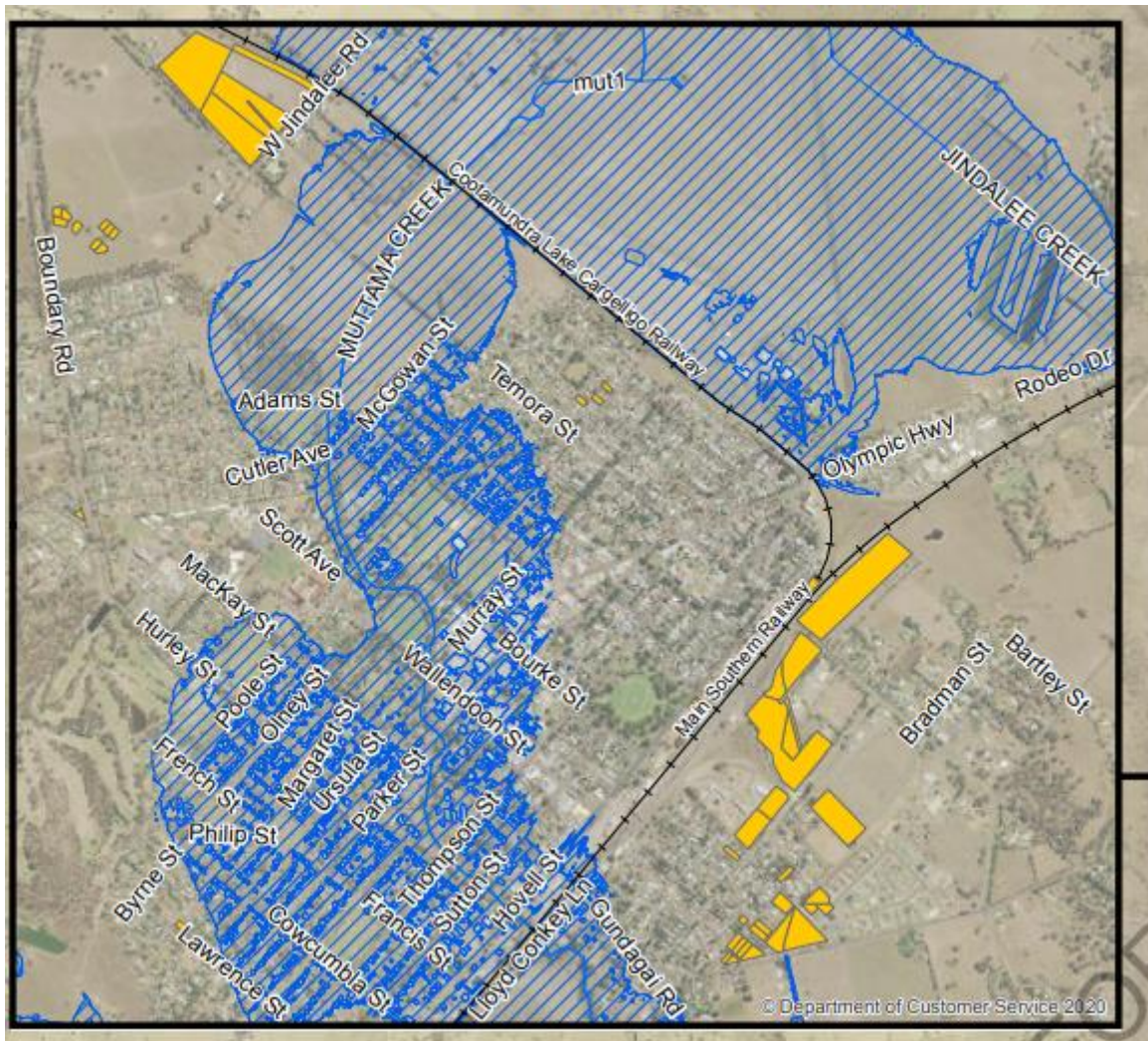


Figure 4 – 1% AEP Flood Planning Area in relation to the proposal development site  
(source: Cootamundra Gundagai Regional Council, 2023)



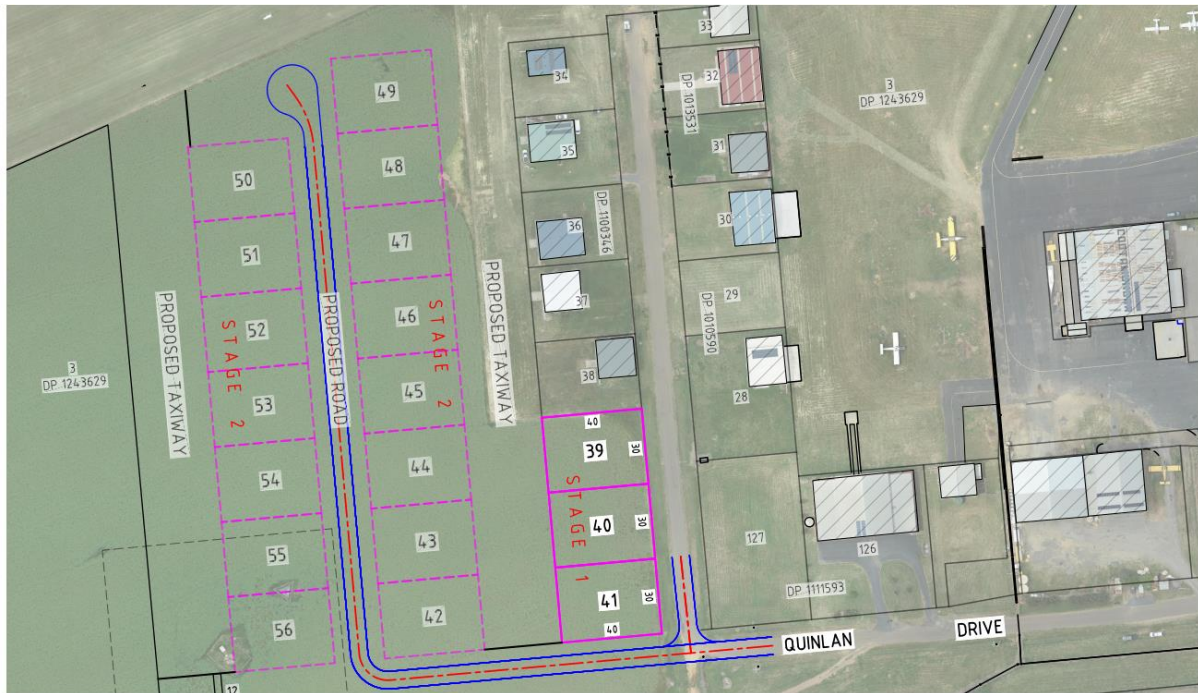


Figure 5 – proposed site plan showing subdivision layout (in solid pink outline)

### Access

Access to the site is from Quinlan Drive off Jack Masling Drive. Jack Masling Drive has direct access on the Olympic Highway east of the Lake Cargelligo Rail crossing. Quinlan and Jack Masling Drives are both formed, constructed bitumen sealed roads. The roads do not have kerb and gutter and there is no proposal to install such with grass swale areas acting adequately to provide drainage to the roadways.

Each allotment within the proposal is to be provided with access to a taxiway to facilitate the movement of aircraft around the site. It is not proposed to provide kerb and gutter to the development, however drainage will be provided and piped away from the development site.



Figure 6 – Access via Jack Masling Drive (source: Instantstreetview.com, 2023)

## Infrastructure

The site is serviced by reticulated water and sewer and these services are to be extended as necessary to provide water and sewer to each of the proposed allotments within the subdivision. Stormwater from the proposed allotments will be conveyed via open drains to the road culvert and then to the stormwater drain alongside the Lake Cargelligo Railway Line.

There will be the need for some cut and fill for the provision of taxiways and associated infrastructure. These facilities have been designed to take account of the site topography and allow the most effective drainage of the site.

Formalised sewer provision plans are included in the documents accompanying the application. These plans include the provision of a sewerage pumping station.

Water services are located within the road reserves. Each lot is to be provided with reticulated water. Water servicing plans are contained within the suite of plans accompanying the application.

Reticulated electricity is required for the subdivision. Design plans for the provision of electricity are to be provided as part of the Construction Certificate application process post development consent.

## Assessment of the Proposal

The EP & A Act is the prevailing legislation for planning and NSW. This proposal seeks consent under Part 4 of the EP & A Act. This part of the Act provides controls for the carrying out of development where development consent is required. The matters relevant to this proposal as assessed below.

### Matters for consideration

A consent authority is required to consider Section 4.15 of the *Environmental Planning and Assessment Act, 1979* relevant to the development application. Within Section 4.15 the items for consideration are:

Legislative Requirement	Comment
<i>(a) Provisions of:</i>	
<i>(i) any environmental planning instrument, and</i>	An assessment against the relevant Environmental Planning Instruments (EPI), including State Environmental Planning Policies (SEPPs) and Cootamundra Local Environmental Plan is provided below.
<i>(ii) any proposed instrument that is or has been the subject of public consultation under this Act and that has been notified to the consent authority (unless the Planning</i>	There are no planning instruments that have been notified that impact the land or the proposed development.

<i>Secretary has notified the consent authority that the making of the proposed instrument has been deferred indefinitely or has not been approved), and</i>	
<i>(iii) any development control plan, and</i>	An assessment against the provisions of Cootamundra Development Control Plan is provided below.
<i>(iiia) any planning agreement that has been entered into under section 7.4, or any draft planning agreement that a developer has offered to enter into under section 7.4, and</i>	No planning agreement has been entered into nor proposal as part of this proposed development.
<i>(iv) The regulations (to the extent that they prescribe matters for the purposes of this paragraph)</i>	Matters in relation to the demolition of structures have been included in this assessment.
<i>(b) the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality,</i>	An assessment of the likely impacts of the proposal is provided below.
<i>(c) the suitability of the site for the development,</i>	This assessment has demonstrated that the site is suitable for the development and there are no legislative, social, economic, environmental or technical constraints that would prevent this proposal from obtaining consent.
<i>(d) any submissions made in accordance with this Act or the regulations,</i>	The public will be provided an opportunity for submissions when the proposal is notified in accordance with the provisions of Council's Community Participation Plan
<i>(e) the public interest</i>	The proposal is considered to be in the public interest in that it provides an income for Council by the sale of land and provides additional infrastructure and development opportunities to support the ongoing operations of Cootamundra Aerodrome.

## Evaluation

- (a) (i) any environmental planning instrument, and

The following State Environmental Planning Policies (SEPPs) are applicable to the development:

#### State Environmental Planning Policy (Resilience and Hazard) 2021

The provisions of former State Environmental Planning Policy 55 in relation to contaminated land have now been included in this SEPP. In this regard the SEPP aims to reduce the risk to human health from contamination by managing the remediation of potentially contaminated land. Clause 4.6 prescribes that a consent authority must not consent to the carrying out of any development on land, unless it has considered whether the land is contaminated.

The site of the proposed development is currently vacant although part of the aerodrome land. The aerodrome has been existent on the site since the early part of last century. Airports are listed as a potentially contaminating land use within the planning guidelines for remediation of contaminated land due to the presence of hydrocarbons, fuel and metals. The continued use of the site for allotments and infrastructure that facilitate development ancillary to the operations of the aerodrome is considered to not warrant any additional investigations or remediation in relation to any contaminated status of the site.

#### State Environmental Planning Policy (Transport and Infrastructure) 2021

Subdivision 2 of this SEPP relates to development adjacent to rail corridors, in particular clause 2.100 requires that for applications for residential accommodation adjacent to a rail corridor a consent must consider any guidelines issued by the Planning Secretary. The Department of Planning issued the *Development Near Rail Corridors and Busy Roads – Interim Guideline* in 2008 and referenced the document in planning circular PS21-018 in December 2021 for the purposes of clauses 85, 86, 87, 102 and 103 of the (now repealed) *State Environmental Planning Policy (Infrastructure) 2007*; the provisions of which are now included in the *Transport and Infrastructure SEPP*. The Guidelines contain noise limits for dwellings located near rail corridors which are also replicated in the *Transport and Infrastructure SEPP* as described below. However, in this instance no residential development is permitted nor proposed.

Cootamundra Local Environmental Plan 2013 (CLEP) is the applicable environmental planning instrument for this proposal. The aims of this plan, as relevant to this proposal, are:

*(a) to ensure that local amenity is maintained and enhanced;*

The proposal is adjacent to existing hangar development at Cootamundra aerodrome. The portion of the site the subject of the proposal is zoned SP2



Infrastructure – Airport. The proposal will complement the existing aerodrome infrastructure and use in that it will provide additional opportunity for the housing and servicing of aircraft and other development that is ancillary to the functioning of an aerodrome. It will provide additional rate income for Council and uses at the aerodrome to assist in the maintenance and ongoing viability of the facility. The proposal is located in an area that already has some built infrastructure supporting the aerodrome’s function and this proposal extends and builds upon that existing development in a manner that is not contrary to the aims of this Plan.

*(d) to encourage the ecologically sustainable use and management of natural resources*

The proposal actively seeks to promote orderly and economic use and development of land in a sustainable manner in that it essentially provides for additional development opportunities that support the ongoing viability of Cootamundra Aerodrome. The proposal makes effective use of the site by developing in an area that already contains infrastructure and with sympathetic additions the development can be adequately serviced by reticulated means.

Furthermore, the proposal is not inconsistent with any of the remaining aims of CLEP.

The proposal does not seek the suspension of any covenants, agreements or instruments as prescribed by clause 1.9A.

Clauses 2.4, 2.5, 2.7 – 2.9 of CLEP are not applicable to this proposal as it does not involve any matter prescribed by these clauses.

Clause 2.6 states that land may be subdivided, but only with development consent. This statement of environmental effects is to support an application to Cootamundra Gundagai Regional Council for the subdivision of the identified land.

The site of the proposed development is zoned Part SP2 Infrastructure – Airport. The objectives of the SP2 Infrastructure zone applicable to this proposal are:

- *To provide for infrastructure and related uses.*
- *To prevent development that is not compatible with or that may detract from the provision of infrastructure.*

The proposal can be characterised as subdivision for which development consent is required pursuant to Clause 2.6 of the Cootamundra Local Environmental Plan 2013. The proposal provides for the sale of individual allotments to facilitate the development of facilities and services ancillary to, and in support of, the ongoing operations of Cootamundra Aerodrome. The proposal does not provide for development that is incompatible with, nor detract from, the provision of aircraft facilities or the ongoing operations of the aerodrome. The proposal is therefore consistent with the objectives of the SP2 Infrastructure zone.

The proposal involves the subdivision of currently vacant land. The land is owned by Council and the existing development pattern is suitable to be extended in the manner proposed by this subdivision.

Clause 4.1 is not applicable to the proposal as the area of the proposal does not have a minimum allotment size as indicated on the Lot Size Maps of Cootamundra Local Environment Plan 2013.

The proposal does not include any matter contained within Clauses 4.1AA – 4.6 of CLEP. Similarly, the matters contained within Clauses 5.1-5.9 are not relevant to this proposal.

The site contains an item of environmental heritage significance as listed in Schedule 5 of Cootamundra Local Environmental Plan, being Item I60 – incinerator at the former RAAF Base. The item is an important reminder in the development of Cootamundra and its important strategic location during WWII with “the incinerator represents the last tangible reminder of the RAAF occupation of the aerodrome during WWII” (*source: NSW Heritage Inventory Listing*). However, the subdivision and provision of infrastructure to facilitate the subdivision will not have an impact on the listed item, as the proposal is not located near the item, nor does it rely on access to the item for the proposal. Furthermore, the item is located completely separate from the area of the proposed subdivision.

The site of the proposal is not within an area that is subject to bushfire nor are there any areas mapped as being prone to bushfire immediately adjacent the land.

Clauses 5.12 – 5.20, 5.22 – 5.25 are not applicable to the proposal as it does not contain matters to which these clauses apply.

Clause 5.21 contains controls in relation to flooding. The objectives of this Clause are to minimise the risk to life and property in the event of a flood, to allow development that is compatible with the flood function of the land, to avoid cumulative impacts of flood behaviour and enable the safe occupation and efficient evacuation of people in the event of a flood. To this extent the site has been mapped by Council as being impacted by flood in a 1% AEP event, albeit to a minor extent in the area along the Lake Cargelligo Rail Line.

The portion of the site that is mapped as being impacted by the 1%AEP event has a Category 3 Constraint as a result of mainstream flooding. The flood impacted area of the site has a flood fringe category in a 1% AEP Event with a H1 Hydraulic Hazard, where H1 has no constraints to development.

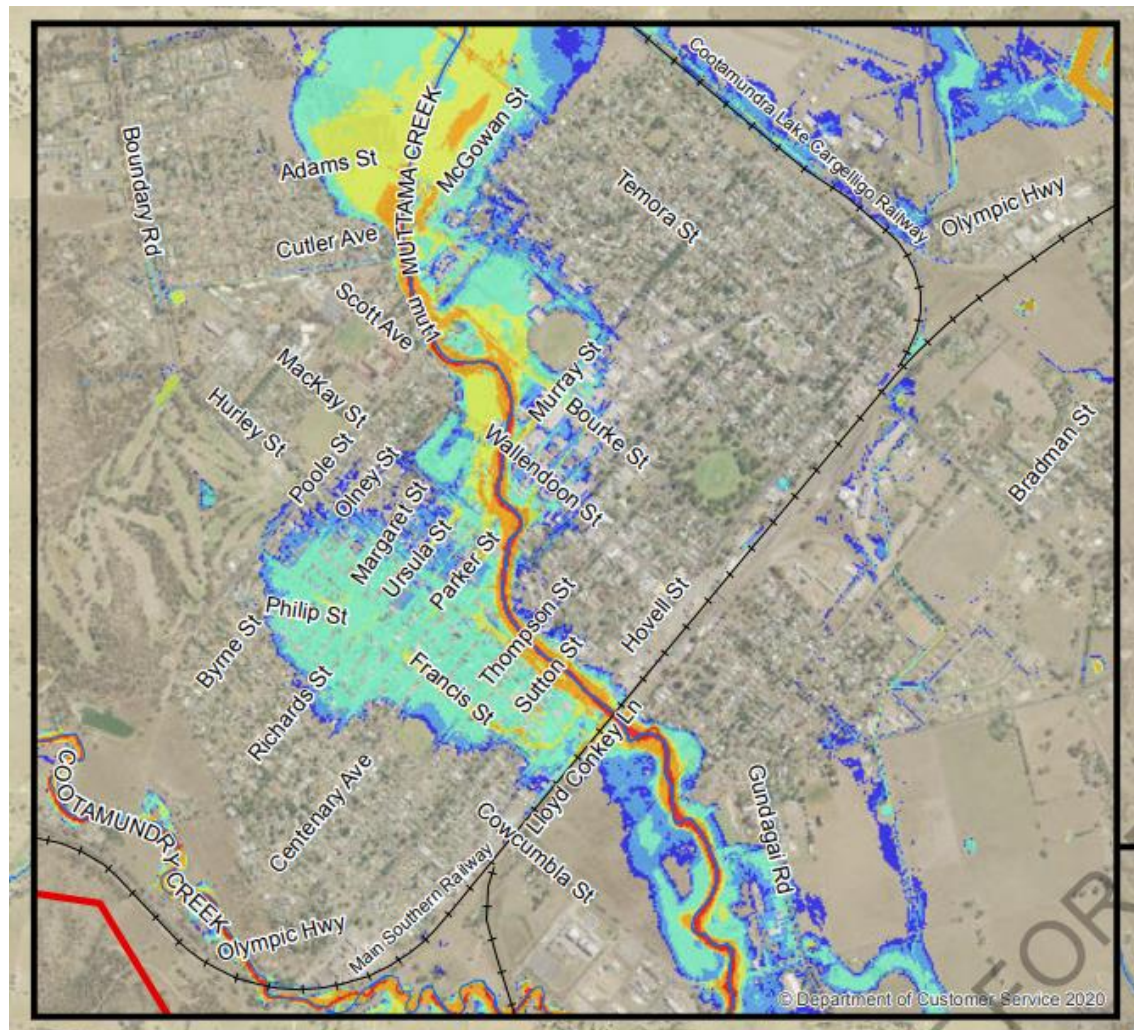


Figure 7 – 1% AEP Hydraulic Hazard shows H1 – no constraints in relation to the development site  
(source: Cootamundra Gundagai Regional Council, 2023)

The most recent flood data indicates that the flood levels on the impacted portion of the site are between 0.2 and 0.5m. As a flood fringe area, the velocity and volumes are such that they are not likely to present a risk to life and this is reflected by the H1 Hydraulic Hazard Categorisation which indicates there are no flooding constraints to development. It is noted that the egress from the site, and portions of the existing Quinlan Drive, are also impacted by flood albeit to a depth of not greater than 0.5m.

In accordance with the provisions of Clause 5.21, development that does not present a risk to life or property and that is compatible with the flood function of the land is able to be considered. In regards to this proposal, the site is partially flood impacted to a minor degree. Furthermore, the area does not contain, nor permit, residential development and the imposition of flood sensitive design controls on future buildings will limit economic damage and risk in the event of a 1% AEP event.

Egress from the site in a safe manner is possible due to the limited depth of water over Quinlan Drive, its function as a flood storage area with slow moving water, and the ability to safely traverse the roadway in a 1% AEP event. The proposal does not present a risk to life or property and future development of the resultant six (6) allotments potentially impacted is able to be managed by the imposition of development controls to ensure compatibility with the flood risk of that portion of the site.

Clause 6.1 relates to earthworks for which development consent is required and is applicable to this proposal. The proposal will involve minor earthworks only for the provision of accesses and drainage works to facilitate the effective and efficient management of stormwater. Consent is sought for the earthworks for the extent as is necessary for the provision of the essential infrastructure as part of this proposal. The earthworks, including for drainage work ensure that the stormwater is conveyed from the site in a manner that will not have a detrimental impact downstream nor impact the future infrastructure to be constructed on the lots resulting from this subdivision.

The provisions of Clause 6.3 are not applicable as the site is not mapped as having significant terrestrial biodiversity and as far as possible the subdivision has been designed to retain the existing trees.

The site is mapped as having vulnerable groundwater; accordingly, the provisions of Clause 6.4 are applicable. However, it is not envisaged that the proposal will have a detrimental impact upon the groundwater nor upon the ecosystems which depend on the groundwater. The construction works will not intersect with the groundwater nor will the proposal introduce potential contaminants in the groundwater system. The proposal will be provided with reticulated sewer services, therefore the future development upon the resultant lots are also unlikely to negatively impact upon the groundwater. Similarly, the proposal will be provided with reticulated water services which will not result in any of the proposed future developments drawing from the groundwater system.

Clause 6.5 relates to land upon which there is an identified watercourse. The site does not contain a watercourse as identified on the watercourses map.

The site is not mapped as being impacted by salinity nor by highly erodible soils, accordingly, the provisions of Clause 6.6 and 6.7 are not applicable to the proposal.

There is no construction to be undertaken at this stage that will impact upon the effective and ongoing operation of the Cootamundra Airport, as such the proposal does not require referral under the provisions of Clause 6.8. It is noted that any subsequent buildings upon the allotments may require referral under this Clause.

Clause 6.9 requires that the services and utilities necessary for the development be provided, or necessary arrangements made for such provision and is applicable to zones RU4 Primary Production Small Lots and R5 Large Lot Residential.



Nonetheless, as part of the proposal all necessary services essential to service a subdivision will be provided. Plans accompanying the application include water, sewer and stormwater infrastructure provision design.

- (ii) any proposed instrument that is or has been the subject of public consultation under this Act and that has been notified to the consent authority (unless the Planning Secretary has notified the consent authority that the making of the proposed instrument has been deferred indefinitely or has not been approved), and

There are no draft instruments that apply to the site nor the development type.

- (iii) any development control plan, and

The provisions of Cootamundra Development Control Plan do not relate to the subdivision of land within the SP2 Infrastructure zone. Nor does it contain provisions as they relate to development on land zoned SP2 Infrastructure.

- (iiia) any planning agreement that has been entered into under section 7.4, or any draft planning agreement that a developer has offered to enter into under section 7.4, and

No planning agreement has been entered into, nor is any planning agreement proposed as part of this development.

- (iv) The regulations (to the extent that they prescribe matters for the purposes of this paragraph)

The provisions Part 4, Division 1 of the *Environmental Planning and Assessment Regulation 2021* are not applicable to this development as there is no demolition involved.

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

#### *Context and Setting*

The proposal is situated on aerodrome land that is currently vacant but adjacent and adjoining existing allotments containing buildings housing development that is ancillary to, and supportive of, the viable and ongoing operations of Cootamundra Aerodrome. The site is surrounded by rural land to the north and east and residential land to the south and west. The proposed subdivision and resultant buildings on the allotments are to support the ongoing viability of Cootamundra Aerodrome. The development will not have a negative impact on the surrounding land uses and is in keeping with the existing subdivision pattern of the ancillary development supporting the aerodrome.

#### *Access Traffic and Transport*

The development will not negatively impact upon the existing road network as it does not require any upgrading to the network off site. Given the nature of the site and its operation as an aerodrome, it is anticipated that traffic use will be less than that

associated with a residential or industrial development. It is considered that the existing road network in the vicinity of this estate is adequate to cater for the traffic likely to be generated by the future development of buildings on the site.

The proposal will not impact upon transport facilities in the area as the proposal does not rely on any public transport for its development. The proposal will not have an impact on the operation of the Lake Cargelligo Rail line.

#### *Public Domain*

The proposal does not rely on the public domain for its use and accordingly, the public domain is unlikely to be negatively impacted by the proposal.

#### *Other Land Resources*

The proposal does not involve giving over any productive farm land to industrial purposes, rather the proposal uses a fragmented parcel of land that is contiguous to an existing subdivision that contains infrastructure ancillary to, and supportive of, the existing aerodrome.

#### *Soil*

The site is not subject to salinity or at high risk of erosion. The proposal will not impact on soil structure, permeability, cropping ability nor erosion of productive farming land. There will be some ground disturbance during construction and upon construction of buildings upon the resultant allotments, however it is not anticipated that this will result in overall negative soil impacts. Sedimentation and erosion control measures are to be put in place during construction.

#### *Air and Microclimate*

The subdivision works may result in some minor negative air impacts due to the generation of dust and fumes from machinery however with appropriate control measures and the imposition of consent conditions these impacts are able to be managed.

#### *Flora and Fauna*

No tree or vegetation removal is necessary nor proposed. It is not expected that there will be an impact on flora and fauna, critical habitats, threatened species or populations, ecological communities or protected species as a result of this proposal. There are no connective corridors or wilderness areas that will be impacted by the proposal.

#### *Noise and Vibration*

There will be some noise and vibration as a result of the works required to provide infrastructure, however these will not be ongoing and will be for the time required to undertake the construction of the estate. Development control conditions will assist in minimising any negative noise and vibration impacts associated with the construction of the estate.

*Natural and Technical Hazards*

There are no known risks to people, property or the environment as a result of this proposal.

*Safety, security and crime prevention*

The proposal will not increase safety, security or crime on the site or area overall.

*Cumulative Impact*

The likely cumulative impact with this proposal is an increased in hardstand areas and associated stormwater management. The proposal has been designed so that post development stormwater does not have a negative impact on offsite or downstream properties with stormwater being directed to an existing dam and drainage channel via open drains.

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

The site has a long-established history of use as an aircraft facility with varying degrees of intensity of use for almost a century. The site is surrounded by rural land to the north and east that facilitates the taking off and landing of aircraft, the proposal will not impact upon the ability of these functions to continue. The proposal is designed to be an extension of the existing hangar type development that has been successfully coexisting on site for some time. There are no soil, technological, topographical, social or geophysical impediments to the development being undertaken on this site.

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

In accordance with the provisions of Cootamundra Community Participation the proposal does not require notification and Council retains discretion as to whether notification should occur.

(e) the public interest

There are no public interest matters that would preclude this proposal from receiving development consent.

## Conclusion

This Statement of Environmental effects has examined the pertinent matters as outlined in the legislation and has demonstrated that the site is suitable for a proposed subdivision to enable the construction of buildings and facilities that are ancillary to, and supportive of, the ongoing operations and functioning of an aerodrome. The proposal is consistent with the ongoing operations and viability of the aerodrome.

Infrastructure necessary for the development has been designed and plans provided in support of the application. The identified cumulative effects of increased hardstand areas and stormwater management have been assessed and deemed to be able to be mitigated. The matter of flood impact has also been assessed and it is considered that with adequate development and building controls construction of buildings upon the resultant allotments will not have an adverse impact on safety, flood function or off-site impacts. There are no matters that preclude the approval of the proposed subdivision.