

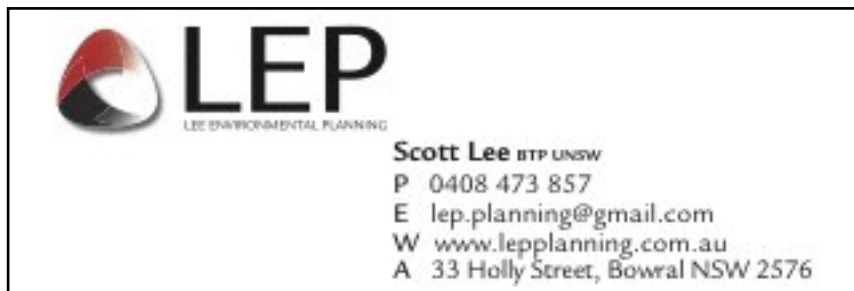
Statement of Environmental Effects  
for  
a mixed use development involving  
alterations and additions to existing  
commercial development including retail  
premises and motel units

at

65 Hoddle Street  
Robertson  
Lot 1 DP758882

April 2021

prepared by



# Introduction

This Statement of Environmental Effects has been prepared to support the lodgement of a Development Application for the construction of a mixed use development at 65 Hoddle Street, Robertson.

The development will consist of alterations and additions to the existing building on the site and the addition of new rooms to supplement the existing motel accommodation. On site car parking will be provided.

The application has been made pursuant to Section 4.12 of the *Environmental Planning and Assessment Act 1979*. The development is of a local scale, it is not state significant, designated or integrated development. Wingecarribee Shire Council is the consent authority.

In addition to this Statement of Environmental Effects, the submitted Development Application is supported by:

- a site survey prepared by Keatley Surveyors
- architectural plans prepared by Southern Highlands Building Design
- engineering concept plans prepared by Novati Consulting Engineers (NCE)

All components of the proposed development are permissible under the provisions of the *Wingecarribee Local Environmental Plan 2010*.

The proposal has considered the relevant matters contained within the Robertson Village Development Control Plan.

The conclusion of this Statement is that the site is suitable for the proposed development and there are no adverse impacts arising from the proposal.

Support for the development is recommended.

## Subject site

The site is legally described as Lot 1 Section 13 DP758882. It has a street address of 65 Hoddle Street, Robertson (Illawarra Highway). It sits on the south east corner of the Highway and Yarranga Street.

The site is centrally located within the elongated Robertson town centre, diagonally opposite Hampden Park. The Robertson Bowling Club adjoins the sites southern boundary and like the subject site, the Club is also accessed off Yarranga Street. Adjoining the site to the east on Hoddle Street, is the Old Bank building that has recently been renovated and is the subject of a Development Approval for use as a cafe/small bar with the construction of six small tourist accommodation cabins in the rear yard. Refer to DA18/0438.

The site is currently occupied by an existing commercial development that accommodates the Robertson Post Office business as well as a small cafe. At the rear of the site, there is a small motel that provides eight (8) tourist accommodation rooms.

The site has vehicular access from a driveway off Yarranga Street that provides vehicular access to the rear of the site where there is an on site car parking area providing an informal arrangement for occupants of the motel units. The rear yard area is predominately hard stand/gravel and devoid of vegetation.

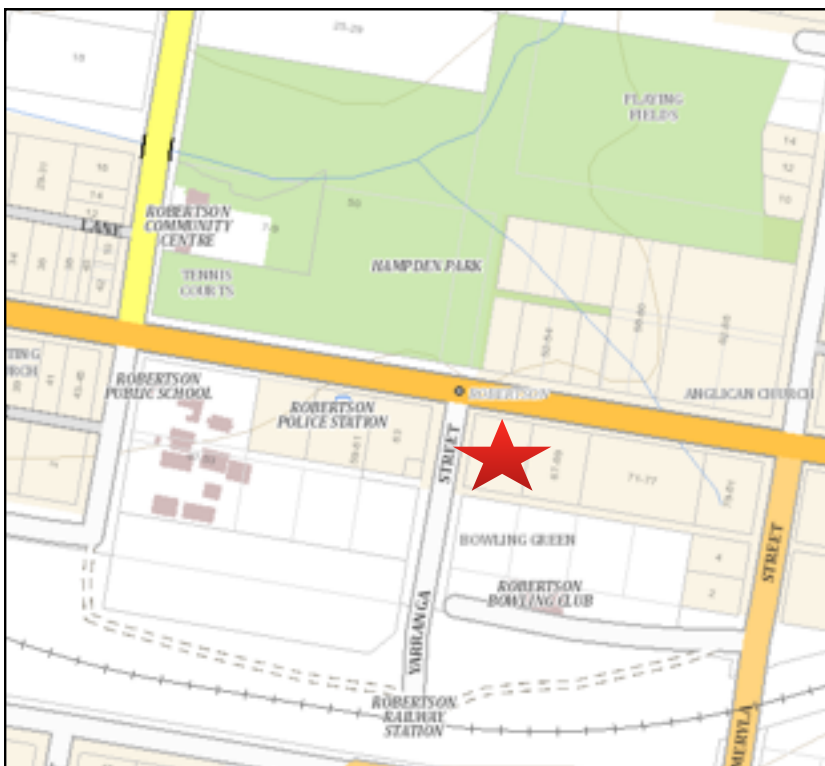


Figure 1: Site Locality Plan  
(Source: Sixmaps)



Figure 2: Aerial view of site (Source: Sixmaps)



Figure 3: View of site from Hoddle Street

# Description of Proposed Development

The proposed development involves alterations and additions to the existing development on the site. There will be seven (7) new motel units added, some rooms remodelled, resulting in an increase in the number of rooms from eight (8) to thirteen (13). The existing Australia Post Office facility and retail area, including the existing cafe, will be retained.

The proposed development is therefore a mixed use development, with all components being permissible within the relevant zoning.

The proposed development is described upon the architectural concept drawings prepared by Southern Highlands Building Design that have been submitted in support of the Development Application.

The building form will be retained as single storey. The new motel units will be sited in an extension of the existing building across the rear (southern) site boundary.

Car parking for a total of 17 cars is provided in the rear yard accessed via the existing driveway onto Yarranga Street. There is 1 space for each of the thirteen motel units and 4 visitor spaces for use by customers to the Post Office or cafe. Space number 1 doubles as a service bay/loading area for the development and has additional width. It is well located to be usable by small rigid vehicles of a size that would be appropriate for the site development.

Space 2 is an accessible space taking advantage of additional width between it and Space 1.

The central area of the site is already a hard impervious surface of concrete and gravel finish that will be retained and upgraded as required for the improved car parking area. The existing driveway crossing onto Yarnnaga Street will be improved to provide a 5 metre wide vehicular crossing as per Council specification.

Improved site drainage works will be undertaken. Refer to information provided by Novati Consulting Engineers as part of the Development Application.

The proposed formalised car parking spaces will be allocated to visitors of the motel units (one per unit) to ensure that guests have appropriate parking on site when required. The peak demand for such car parking is during the period between guest

check in, generally after 3pm and check out, generally no later than 10am the next morning. When rooms are not booked or have already been vacated, these spaces could also be available for parking associated with general customer demand if necessary. However, an additional four (4) spaces are provided specifically for this purpose. Currently there are no specifically allocated spaces for retail customers on the site.

Short stay shoppers/customers will also continue to take advantage of the ample availability of kerb side parking on Hoddle Street immediately in front of the site. These spaces will always remain an attractive option for quick turnaround customers.

Opening hours for the cafe will continue to be as they are at present. For the purposes of this Development Application it should be assumed that it will be open during normal business hours and then into the evening/night as determined by demand. Any evening opening will most likely be restricted to Wednesday - Sunday, although no restriction on a consent is needed.

It is not considered necessary to impose any particular restrictions on the operating hours because the site is centrally located within the Robertson commercial centre, it is adjacent to the Robertson Bowling Club that operates seven days a week and into the evening outside of standard day time business hours, as well as there being no residential or other sensitive neighbours in any proximity to the site.

If Council is of the view that a control on opening hours is required, they should be consistent with the allowable opening hours of both the Robertson Hotel and/or the Robertson Bowling Club, both of which are in close proximity to the site and neither of which is the cause of any issues relating to amenity or anti social behaviours. Council has also approved evening hours for the proposed small bar/cafe next door at the Old Bank building.





Figures 4 and 5: 3D modelling of the proposed development (Source: SHBD)



# Assessment of Environmental Impacts

## State Environmental Planning Policy (Sydney Drinking Water Catchment) 2011

The State Environmental Planning Policy (Sydney Drinking Water Catchment) 2011 has been considered.

The State Policy requires the consent authority to be satisfied that the development would have a neutral or beneficial impact on water quality. With reference to the *Neutral or Beneficial Effect on Water Quality Assessment Guideline 2015*, the proposed development would fall within Module 5. The Guidelines state that:

*It is safe to assume that a development will have no identifiable potential impact on water quality if the development is unlikely to result in:*

☒ *a concentration of flow of water*

☒ *the impedance of flow of water*

☒ *discharge of effluent, dust pollutants or stormwater, and*

☒ *other matters considered to result in a water quality impact, such as the potential for contamination.*

*In this case, the neutral or beneficial effect test is satisfied and consent can be issued with respect to water quality, without further detailed assessment regardless of the development type.*

Council should be satisfied that the development will have no identifiable impact on water quality. Refer to the assessment report from Novati Consulting Engineers that includes the requisite assessment of the Neutral or Beneficial Effects (NorBE) test and Small Scale Stormwater Quality Model Certificate.

The site can be connected to the sewerage system. Stormwater from the site will not be contaminated and can be collected and disposed of in the same manner as all other stormwater in the vicinity. Standard conditions of development consent can be imposed.



## State Environmental Planning Policy (Infrastructure) 2007

The stated objectives of this Policy are :

- (a) improving regulatory certainty and efficiency through a consistent planning regime for infrastructure and the provision of services, and*
- (b) providing greater flexibility in the location of infrastructure and service facilities, and*
- (c) allowing for the efficient development, redevelopment or disposal of surplus government owned land, and*
- (d) identifying the environmental assessment category into which different types of infrastructure and services development fall (including identifying certain development of minimal environmental impact as exempt development), and*
- (e) identifying matters to be considered in the assessment of development adjacent to particular types of infrastructure development, and*
- (f) providing for consultation with relevant public authorities about certain development during the assessment process or prior to development commencing.*

Part 3 of the Policy provides development controls for a wide variety of development types that would come under the broad definition of infrastructure. This development is not of an infrastructure type, however the State Policy is designed not only for infrastructure development but for proper consideration of development and its interaction with existing infrastructure, such as main roads.

Part 3 Division 15 Subdivision 2 Clause 101, deals with development with a frontage to a classified road. The site has frontage to the Illawarra Highway but does not propose direct vehicular access onto it.

Clause 102 deals with the potential impact of road noise or vibration on non-road development and Clause 104 deals with traffic generating development.

These Clauses are designed to ensure potential traffic impacts arising from development are properly considered if they have the potential to impact upon classified roads, either by direct access to them or by providing site access within a short distance of a classified road.

Clause 102 lists certain development types that may be more susceptible to traffic noise. Tourist and visitor accommodation is not considered to be a sensitive land use in this sense because of the transient nature of guests. No acoustic assessment report is required and no specific acoustic performance criteria is required to be imposed upon the development.

Clause 104 refers to Schedule 3 of the Policy that sets out certain development types of a certain scale and requires that these development types be referred to the Roads and Maritime Service (RMS).

The proposed development site has frontage to a classified road, being Hoddle Street (the Illawarra Highway), but does not have access onto that classified road. However, the sites driveway onto Yarranga Street is approximately 30 metres from the intersection with Hoddle Street and this connection to a classified road is within the prescribed 90 metres set out in Schedule 3.

However, the scale of the proposed development is not within the parameters listed within Schedule 3 as a development type/scale that would require referral to the RMS.

It is considered that the proposed development is therefore not inconsistent with the requirements of the State Policy.

#### *State Environmental Planning Policy No. 55 - Remediation of Land*

The State policy is aimed at ensuring land contamination issues are addressed responsibly at the appropriate time in the development assessment process.

Clause 7 deals with Development Applications and requires the consent authority to consider whether the land is contaminated. Table 1 of the Contaminated Land Guidelines lists the types of uses that could give rise to contamination and if these uses have been carried out previously on the land, the likelihood of contamination rises. The site history does not give rise to issues of concern in relation to potential site contamination.

It is not considered that the proposed development requires any site contamination investigation or site remedial work.

#### *State Environmental Planning Policy No. 64 - Advertising and Signage*

This State Policy applies generally to all land and to signage that is visible from any public place. Clause 4 provides the relevant definitions that apply. It includes the definitions of *advertising structure* and *advertisement*, which are identified as follows:

*advertising structure means a structure or vessel that is principally designed for, or that is used for, the display of an advertisement.*

*advertisement means signage to which Part 3 applies and includes any advertising structure for the advertisement.*

The State Policy definitions for particular types of advertising apply to the signage that is the subject of this application. This includes building identification signs, building wrap advertisement, free standing advertisement, roof or sky advertisement, special promotional advertisement, or wall advertisement.

The signage associated with this application will be contained wholly within the site and is to replace existing signage upon the building only in a like for like outcome. If it is deemed necessary at a later date to provide any additional signage, this will be either in the form of exempt advertising structures or an appropriate Development Application will be lodged.

## the provisions of any environmental planning instrument

The relevant local planning instrument is the Wingecarribee Local Environmental Plan 2010.

### Part 2 Permitted or prohibited development

The site is located within the B2 Local Centre zone. Refer to Figure 6.

The B2 Local Centre zone has a number of broad objectives to assist in guiding decisions on appropriate development outcomes. These objectives are set out below:

- *To provide a range of retail, business, entertainment and community uses that serve the needs of people who live in, work in and visit the local area.*
- *To encourage employment opportunities in accessible locations.*
- *To maximise public transport patronage and encourage walking and cycling.*
- *To generally conserve and enhance the unique sense of place of business centre precincts by ensuring that new development integrates with the distinct urban scale, character, cultural heritage and landscape setting of those places.*
- *To provide opportunities for a compatible mix of residential living above retail, commercial, recreational, cultural and community activities at street level.*

- To ensure that adequate provision is made for infrastructure that supports the viability of business centre precincts, including public car parking, traffic management facilities, public transport facilities, cyclist facilities, pedestrian access paths, amenities, facilities for older people and people with disabilities and general public conveniences.
- To maximise the efficient use of land in business centre precincts to promote more compact and accessible places.
- To ensure that new development has regard to the character and amenity of adjacent and nearby residential areas.

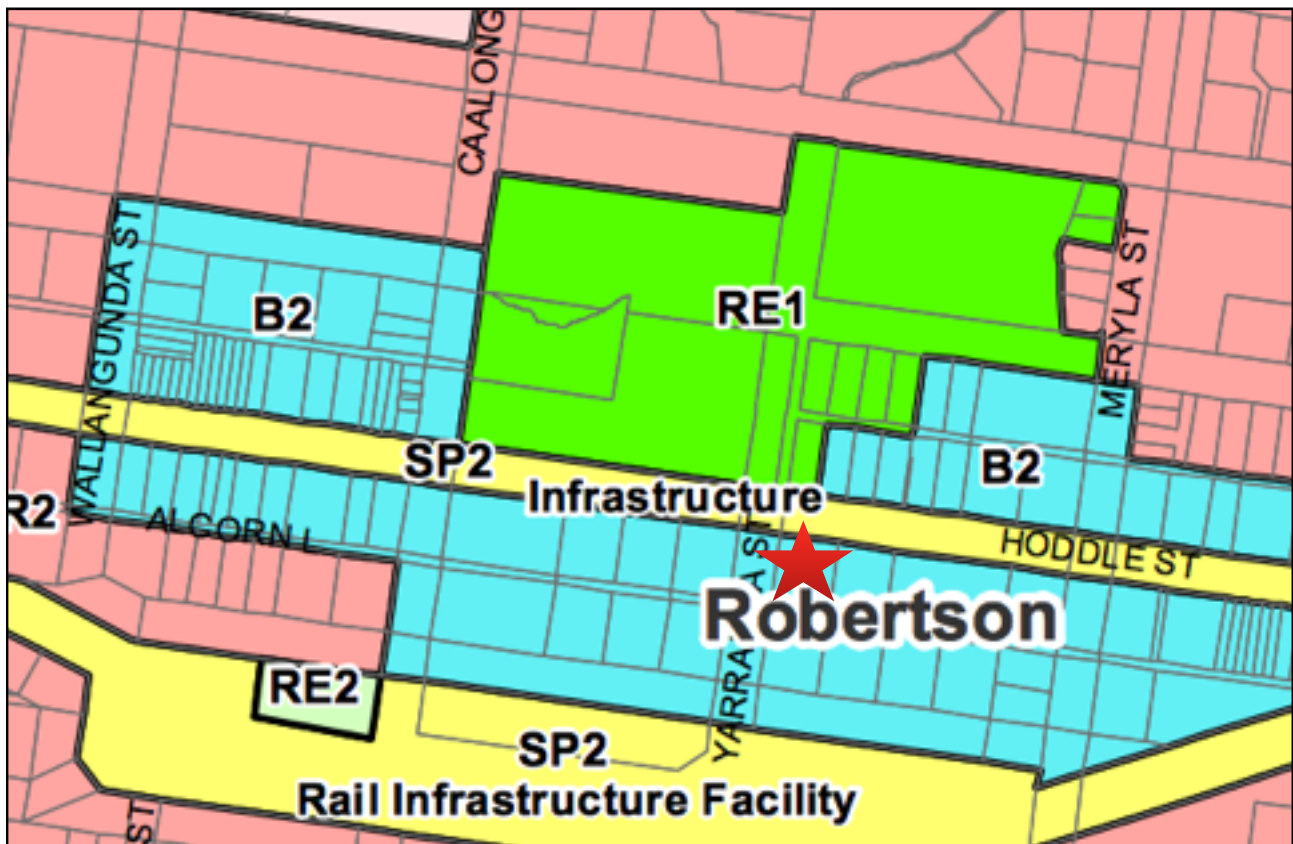


Figure 6: Extract from WLEP2010 zoning maps

The proposed development does not offend these objectives and positively supports particular objectives in the following ways:

- it will provide new commercial opportunity within Robertson of a tourist related nature that will assist in stimulating the town, taking advantage of its frontage to the Illawarra Highway
- it will provide the opportunity for local employment

- the proposal will conserve the sense of place, the urban scale and the character of Robertson by restricting two storey elements to the rear of the site, built over only a small building footprint, whilst maintaining an appropriate scale to the street
- the mix of uses on the one site is an efficient way to consolidate activity within the town centre; and
- there is no impact upon any residential development

To support these objectives, this zone affords a broad range of permissible land use types as set out in the following land use table:

## **2 Permitted without consent**

*Environmental protection works; Home-based child care; Home occupations*

## **3 Permitted with consent**

*Boarding houses; Centre-based child care facilities; Commercial premises; Community facilities; Educational establishments; Entertainment facilities; Function centres; Information and education facilities; Medical centres; Passenger transport facilities; Recreation facilities (indoor); Registered clubs; Respite day care centres; Restricted premises; Roads; Service stations; Shop top housing; Tourist and visitor accommodation; Any other development not specified in item 2 or 4*

## **4 Prohibited**

*Agriculture; Air transport facilities; Animal boarding or training establishments; Camping grounds; Caravan parks; Cemeteries; Correctional centres; Crematoria; Depots; Eco-tourist facilities; Electricity generating works; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Heavy industrial storage establishments; Home occupations (sex services); Industrial retail outlets; Industrial training facilities; Industries; Open cut mining; Recreation facilities (major); Recreation facilities (outdoor); Research stations; Rural industries; Rural workers' dwellings; Seniors housing; Sewage treatment plants; Storage premises; Transport depots; Waste or resource management facilities; Water recreation structures; Water supply systems; Wharf or boating facilities*

To gain approval, a proposal must be considered to be a permissible form of development. In this case, approval is sought for a mixed use development consisting of various commercial use being retail (shops and cafe), tourist and visitor accommodation in the form of motel units.

Having regard to the land use tables for the B2 Local Centre zone under WLEP2010, the following land use definitions are relevant. Each of the land uses identified below are permissible within the B2 Local Centre zone and in combination, these definitions appropriately describe all the land use components of the proposed development.

***mixed use development*** means a building or place comprising 2 or more different land uses.

***food and drink premises*** means premises that are used for the preparation and retail sale of food or drink (or both) for immediate consumption on or off the premises, and includes any of the following:

- (a) a restaurant or cafe,
- (b) take away food and drink premises,
- (c) a pub,
- (d) a small bar.

**Note.**

Food and drink premises are a type of **retail premises**—see the definition of that term in this Dictionary.

***tourist and visitor accommodation*** means a building or place that provides temporary or short-term accommodation on a commercial basis, and includes any of the following:

- (a) backpackers' accommodation,
- (b) bed and breakfast accommodation,
- (c) farm stay accommodation,
- (d) hotel or motel accommodation,
- (e) serviced apartments,

but does not include:

- (f) camping grounds, or
- (g) caravan parks, or
- (h) eco-tourist facilities.

#### Part 4 Principal development standards

The site is not identified upon the Lot Size Maps as being within an area where there is a minimum lot size for subdivision. In this case, no subdivision is proposed and therefore this is not an issue for consideration.



The site is within a locality that has a prescribed height control pursuant to Clause 4.3 Height of Buildings.

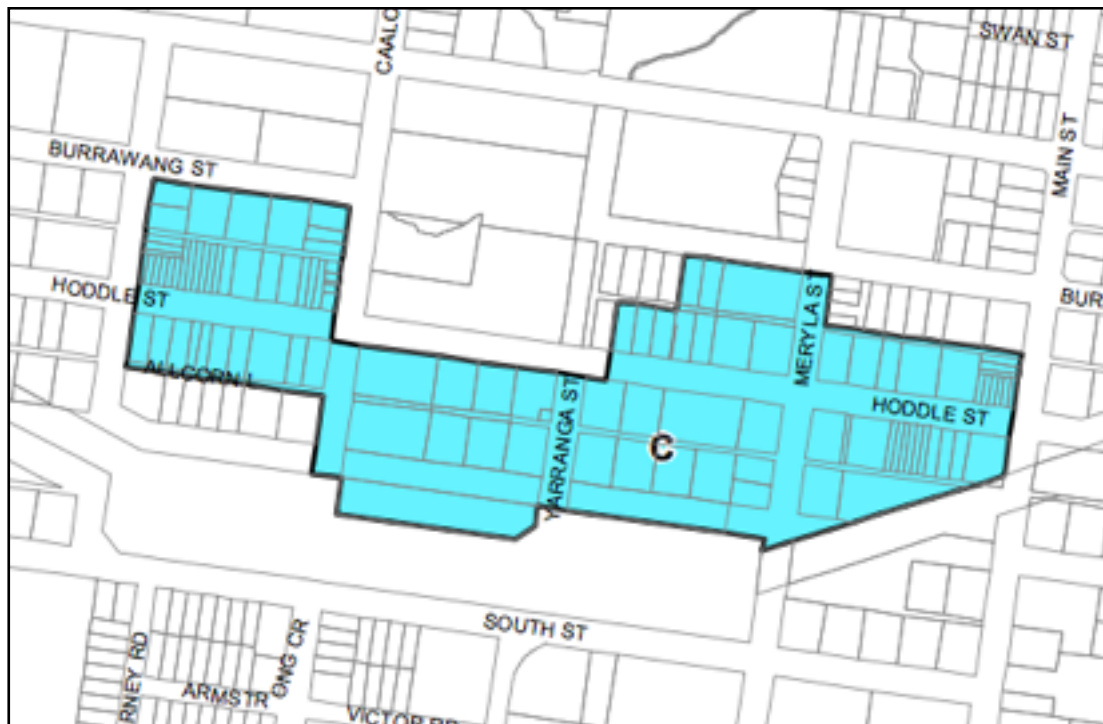


Figure 7: Extract from WLEP2010 Height of Buildings Map

The relevant Height of Buildings Map shows a maximum height of building of 5 metres. Refer to Figure 7 above. This development standard applies to all of the land within the B2 Local Centre zone. The proposal has a maximum height not in excess of 5 metres. The building retains a single storey presentation on all elevations.

The site is not within a locality that has a prescribed floor space ratio pursuant to Clause 4.4 Floor Space Ratio.

#### Part 5 Miscellaneous provisions

The site is not subject to any identified acquisition pursuant to Clause 5.1.

Neither the site or the proposed development types are subject to any other specific development standard or controls within Clause 5.4 the WLEP2010.

The site is not an item of heritage that is listed within Schedule 5, nor is it within a heritage conservation area. It is within proximity of some list items, namely the Robertson Public School at 53 Hoddle Street, the Robertson School of Arts at 59

Hoddle Street and the Police Station and Courthouse at 61 Hoddle Street. Refer to Figure 8.

It is considered that the proposal does not impact in any way on these heritage items. The reinforcement of a low scale single storey retail frontage to the site is considered to be advantageous to the conservation of the existing streetscape and the prevailing character of Robertson village, allowing a reasonable redevelopment to occur to the rear.

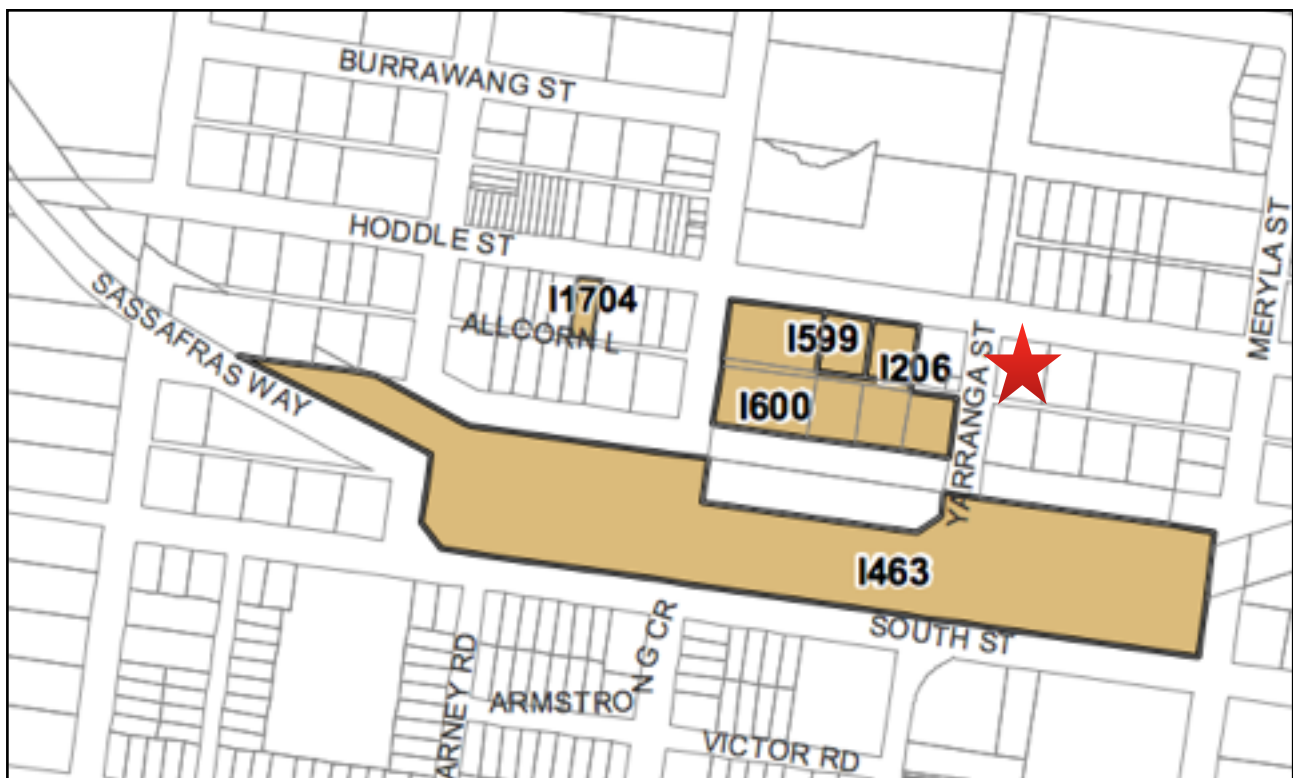


Figure 8: Extract from WLEP2010 Heritage Map

#### Part 7 Additional local provisions

The site is not impacted by either of the natural resources sensitivity factors of biodiversity or water pursuant to Clauses 7.4 and 7.5.

The land is not flood prone (Clause 7.9).

There are no other particular provisions of the WLEP2010 that are relevant to the site or to this application.

## the provisions of any development control plan

The site is within the area where the Robertson Village Development Control Plan is applicable.

Part A is applicable to all land and sets out general requirements for development.

Part A Section 2 sets out a series of objectives for development covering economic function, urban function, heritage conservation and visual amenity.

Of particular relevance to this Development Application is the economic function of Robertson. The DCP states that in assessing a Development Application, Council will consider the extent to which the proposal contributes to the achievement of both the zone objectives and the following Economic Function objectives:

- (a) Enhance the role of Robertson within the overall economic structure of Wingecarribee Shire.*
- (b) Recognise and enhance the role of Robertson as retail and service centre providing for the needs of the surrounding community and visitors to the region.*
- (c) Recognise and enhance the role of Robertson as an employment generator.*
- (d) Encourage appropriate site amalgamation and redevelopment to provide a range of business and retail opportunities within the town.*

The proposed development is clearly consistent with these objectives and will positively support the attainment of these objectives in the following ways:

- by providing additional retail and tourist business
- consolidates Robertson as a location for tourism visitation
- the ongoing businesses will provide opportunity for local employment

Part B of the RVDCP deals with business zoned land and is therefore relevant to this Development Application.

The following table addresses the relevant considerations of Part B of the DCP.

Robertson DCP Part B Business Zoned land	Control	DA response
<b>Section 2 Design considerations</b>	B2.2 Hoddle Street Character Statement	The development will retain a single storey elevation to Hoddle Street as the primary built form that is visible from the street. A more activated street edge can be created through improvements to the building.
	B2.3 Height of Buildings	The new building form is compliant with the maximum 5m height limit and will not be a dominant feature of the streetscape.
	B2.4 Building Design	The majority of the new built form proposed is located to the rear of the site, not onto Hoddle St. The height, scale and building materials of the development are all complementary to the character of Hoddle St and Robertson in general
<b>Section 4 on site car parking</b>	B4.5 Requirements for new development or redevelopment  B4.8 Disabled Parking requirements	The proposal provides an appropriate amount of on site parking. There will be one allocated space for each of the motel units, with these spaces having the capacity to also service general customer demand throughout most of the business day. There will be a further 4 spaces for other site customers/visitors.

Robertson DCP Part B Business Zoned land	Control	DA response
<b>Section 5 Loading and waste</b>	B5.2 Controls	The proposed use is not the type that requires any large vehicle deliveries. There is ample manouvering area on site within the car park area for smaller delivery vans servicing the small retail spaces
<b>Section 10 Tourist and visitor accommodation</b>	B10.2 Objectives	The proposed motel units are consistent with the objectives in that they are small scale, unobtrusive in the streetscape, have no adverse impacts upon any adjoining properties and are of a design standard that will ensure the comfort of visitors. The site already accommodates a smaller number of motel units and the investment into providing more tourist accommodation should be seen as a positive outcome for Robertson's economy.

Robertson DCP Part B Business Zoned land	Control	DA response
Section 12 Late Night Premises	B12.2 Objectives B12.3 Controls - Safer by Design	<p>The site is centrally located within the Robertson business area. There are no adjoining, adjacent or nearby sensitive land uses, such as residential development. The Robertson Hotel is just 200 metres to the east and the Robertson Bowling Club adjoins to the south (rear). The redevelopment of the Old Bank building next door to the site has been approved with opening hours up to midnight. Similar hours of operation can be approved for this proposed development.</p> <p>Notwithstanding that, the proposed cafe is a minor component of the overall development and is unlikely to generate large numbers of visitors outside of normal business hours. The premises will have a high level of passive surveillance due to its frontage onto Hoddle Street.</p> <p>A Plan of Management can be required as a condition of any development consent although it is not anticipated that there will be any land use conflict arising from the proposed development.</p>



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

natural - there are no environmental issues arising from this proposed development. The site does not contain any significant environmental features that will be impacted upon.

built - the built form of the proposed development represent an appropriate response to the range of relevant planning controls and will result in a development that is consistent in scale and character with surrounding development.

The new proposed motel units will introduce an element of two storey development to the site and as such that building component is outside of the allowable 5 metre height limit set by Clause 4.3 of the WLEP2010. This part of the development is located to the rear of the site and will not generally be visible from the street. It occupies a small footprint only in proportion to the total site area. The remodelled front elevation, will remain as a single storey facade with awning and colonnade that will reinforce a single storey interactive street frontage which will be a positive attribute in the streetscape and complementary to the nearby heritage listed properties.

The issue of height is one of the critical issues associated with the proposed development so it is important to put some context around this issue with reference to the Robertson Village Precinct Plan that was adopted as part of the Wingecarribee Local Planning Strategy 2015-2031.

This document, arising out of documented inputs from the community, identified some key weaknesses of Robertson. These included:

- *the development of the main street, both in terms of design and density;*
- *development of main street gives a poor impression*
- *No real village ‘centre’.*
- *Not a pretty village – too strung out and fragmented along the main street.*
- *Village has developed a ‘suburban’ look, especially since the paved footpath, with lines, was put in.*
- *Shops too spread out along the main road.*

It then provided some of the opportunities that could arise, such as:

- *Make the village more attractive and connected with a real 'focus'.*
- *Make the main street more attractive.*
- *Develop main street as a green, tree-lined pedestrian area with shops, cafes etc.*
- *Develop a cohesive shopping area.*
- *More infill development*
- *Higher density along main street*
- *Growth to a sustainable size, both economically and environmentally.*
- *Expansion within the village boundary to a more economically viable size.*

There was concern expressed with the appearance and design of the village, especially what many saw as scattered development extending along the main street with no real 'centre' to provide a focus to the village. Equally important were concerns that low scale development did not provide sufficient population to achieve a sustainable economic base for existing and potential retail, business and service facilities.

Nothing in the above community commentary and in the adopted Precinct Plan has strongly argued for only single storey development as the appropriate development outcome. In fact it is contended that this restriction will actively work against the achievement of many of the potential opportunities within the village by making reasonable development unviable and leading to a monotony of outcomes.

Further, the town is not devoid of buildings higher than 5 metres. For example, the School of Arts building, which is within 120 metres of the site, is higher than 5 metres and it is heritage listed. The Uniting Church, which is directly adjacent to the heritage listed Robertson Manse, is likewise higher than 5 metres. Other examples include the Robertson Inn and the Cheese factory. It is worth noting that these buildings are well known and well appreciated within Robertson, yet they are all in breach of the height limit that Council now seeks to impose.

Further, the RVDCP does not seek to restrict residential development to a single storey height.

In summary, it is considered that the built form proposed is reasonable, particularly in regard to the height of the building

social - there are no particular social impacts arising from the development other than the opportunity that additional retail and tourist development brings. This

development will add to the stock of tourist accommodation, which in turn will add expenditure into other businesses within Robertson. Additional local employment will be generated. All of these have been identified by the local community as being important objectives to work towards and this development proposal can assist in attaining them.

economic - the proposed development represents an investment into the locality and is a reflection of the highest and best usage of the land. The Robertson Precinct Plan that forms part of the Wingecarribee Local Planning Strategy identifies the critical need to have appropriate development within Robertson to stimulate the local economy and take advantage of the opportunities on offer.

The construction phase will provide short term jobs for local contractors.

## the suitability of the site for the development

The site is suitable for the proposed development. It is centrally located within the Robertson business area and well removed from any sensitive land uses such as residential housing. There is an established mixed use commercial presence on the site that lends itself to renovation and renewal whilst contributing in a far more positive way to the Hoddle Street streetscape than is currently the case.

The size and shape of the site allows the new built form of the motel units to be located to the rear of the site which avoids any architectural conflicts with the street character, including having a building being not higher than the 5 metre height of building development standard.

The site is not environmentally sensitive in any way. There is no significant native vegetation or trees that require removal.

The site is capable of accommodating the scale of proposed development without any adverse impacts upon the natural environment nor upon any of the adjoining properties.

It has an existing driveway crossing onto Yarranga Street rather than directly onto Hoddle Street. This will provide safe access to the on site car parking area. It is considered that on site parking is satisfactory.

The number of tourist accommodation units is thirteen (13) and each will have an allocated space as required. An additional 4 spaces are provided for other users/visitors to the site.

It is considered that proper management of the proposed spaces would represent an efficient use of the car parking that can be made available on the site. This can be done by ensuring that each accommodation unit has an allocated on site space when that space is needed. This is obviously only when rooms are booked and then only between those times of check in (generally not before 3pm) and checkout (generally no later than 10am). During other times, particularly during normal business hours, these spaces would not be utilised because motel guests would not be in need of the spaces and therefore they would be available for other visitors to the site if needed.

In addition, there is a significant number of on street parking spaces available on Hoddle Street, on both sides of the road, in immediate proximity to the site. The site frontage alone can accommodate six (6) on street spaces on the southern side of Hoddle Street. These spaces will complement the available on site spaces and for the most part will cater for the likely demand generated by short stop customers picking up or delivering mail or visiting the cafe.

There is no additional retail floor space proposed on top of the existing retail area. This provides approximately 230 square metres of gross floor area. There is currently no specifically allocated on site car parking spaces for the retail uses.

Although the RVDCP has the same general car parking requirement for retail floor space as that of the larger, busier commercial centres of Bowral, Mittagong and Moss Vale, it cannot be argued that the traffic generation and therefore car parking demand, would be the equivalent. Clearly the Robertson town centre demand for parking is significantly less than what it would be in the major centres of the Shire.

To properly reflect this, the requirements for parking should be at a different rate that is reflective of the equivalent concentration of business, office and retail activity. The normal rate is 1 space per 30 sqm of GFA and therefore a requirement of 8 spaces would result. In this case the development can provide 4 on site spaces. This equates to approximately 1 space per 58sqm of GFA.

If Council is unwilling to strike a different rate for the centres, then it should be willing to exercise discretion having regard to the different circumstances prevailing in the centres.

The elongated nature of the Robertson commercial area results in a high number of on street spaces with very low car parking pressure and therefore it is not considered that this proposed development will have any adverse impact upon parking in Robertson.

There is no risk of overspill parking into residential areas or conflicting with other land uses. It is not considered that there will be any adverse impact upon car parking provision in Robertson and in this case, on site car parking should not be elevated to a consideration that determines the outcome of the development proposal.

## any submissions made in accordance with this Act or the regulations

It is understood that the Development Application may be placed on public notification and adjoining property owners notified. Any issues raised in submissions received can be responded to as part of the assessment process.

## the public interest

The proposed development is not of a kind to give rise to issues of public interest other than to say that development of land in accordance with Council planning policy is generally in the public interest.

The proposed development is very clearly in alignment with the overall objectives of the Robertson Precinct Plan adopted as part of the Wingecarribee Local Planning Strategy. Robertson needs development to be encouraged in order to sustain the town centre and this proposal offers a positive blend of retail and tourist accommodation that is consistent with the outcomes sought by the Local Planning Strategy.

Compliance with the development standard within the WLEP2010 for building height has been achieved, whilst on site car parking is provided at an appropriate rate. These two planning controls do have the potential to actively discourage investment into the Robertson commercial area and that would not be in the public interest.

# Conclusion

The proposed development represents a positive investment into the business and tourism economy of Robertson.

The existing uses on the site, in particular the Post Office function, are recognisable elements within the streetscape, although the architectural value of the existing built form is low. The proposed development should be welcomed as a positive way to generate business activity while being respectful of the character of the village of Robertson.

The mix of retail and tourist accommodation is both logical and positive. All proposed uses are permissible within the B2 Local Centre zone and they all respond positively to the objectives of the zone and the objectives of the Robertson Village DCP as expressed through the urban function objectives of that Plan.

The site is not environmentally sensitive in anyway. With regard to the surrounding land uses, the proposed development will easily co-exist without conflict. The location of the site, central within the Robertson commercial centre, will ensure that there is no conflict between the proposed development and any residential or other more sensitive land uses.

The scale and character of the development is modest and appropriate for its setting.

The development should be supported.