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Statement of Environmental Effects

Proposed Retail Premises Woolworths Hunterview

Property:

Corner of Bridgman Road & Glass Parade
Hunterview

Applicant:

Fabcot Pty Ltd

Date:

June 2015

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Document Control Sheet

Issue No.	Amendment	Date	Prepared By	Checked By
A	Draft to Client	26 June 2015	SVD/AC	AC/SVD
B	Final to Council	30 June 2015	SVD	SVD

Limitations Statement

This report has been prepared in accordance with and for the purposes outlined in the scope of services agreed between ADW Johnson Pty Ltd and the Client. It has been prepared based on the information supplied by the Client, as well as investigation undertaken by ADW Johnson and the sub-consultants engaged by the Client for the project.

Unless otherwise specified in this report, information and advice received from external parties during the course of this project was not independently verified. However, any such information was, in our opinion, deemed to be current and relevant prior to its use. Whilst all reasonable skill, diligence and care have been taken to provide accurate information and appropriate recommendations, it is not warranted or guaranteed and no responsibility or liability for any information, opinion or commentary contained herein or for any consequences of its use will be accepted by ADW Johnson or by any person involved in the preparation of this assessment and report.

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The Client should be aware that this report does not guarantee the approval of any application by any Council, Government agency or any other regulatory authority.

1.0 Introduction

1.1 EXECUTIVE SUMMARY

ADW Johnson has been engaged by Fabcot Pty Ltd ("the proponent") to prepare a Statement of Environmental Effects ("SEE") to accompany a development application ("DA") with Singleton Council ("Council"), for a retail premises involving a new Woolworths Supermarket, BWS liquor store, and associated ancillary retail shops, on the corner of Bridgman Road and Glass Parade, Hunterview.

This Statement of Environmental Effects has been prepared pursuant to the Environmental Planning and Assessment Act 1979 (EP&A Act) and accompanying regulations, and addresses the necessary issues that require assessment to assist Council in making a recommendation for approval to the Joint Regional Planning Panel (JRPP).

The subject site is owned by Singleton Council, and has a Capital Investment Value (CIV) in excess of \$5 million. Accordingly, under the provisions of State and Regional Development 2011, the Hunter and Central Coast Joint Regional Planning Panel (JRPP) is to be the consent authority.

The proposed development involves the construction of a new Woolworths supermarket; a BWS; and five (5) speciality stores. The development will also include ancillary facilities such as a play area, signage, landscaping, carparking and road works to accommodate the proposed access arrangements. Plans of the proposal are located within Appendix 1.

The site is zoned B1 *Neighbourhood Centre*, within which a "shop" as defined under the Singleton LEP is a permissible use.

A pre-development meeting was held with Council on the 6th November 2014, where the proposal was generally well received with no significant issues being raised. The issues which were discussed have all been considered in the preparation of the final plans, which incorporate some changes from that initial feedback. A summary of the primary points raised and the response is included within the body of this document.

The proposed works comply with the Singleton Local Environmental Plan 2013 ("LEP") as well as the relevant chapters of the Singleton Development Control Plan 2014 ("DCP"), and more specifically, the site specific provisions relating to the Hunterview "M7" Master Planned site. On this basis, Council are requested to support the application.

1.2 DEVELOPMENT APPLICATION DETAILS

STATEMENT OF ENVIRONMENTAL EFFECTS PREPARED BY:	
Name:	ADW Johnson Pty Ltd 5 Pioneer Ave, TUGGERAH NSW 2259
Contact:	Adam Crompton – Senior Town Planner Ph: (02) 4305 4300 Fax: (02) 4305 4399 Email: adamc@adwjohnson.com.au
PROJECT DETAILS:	
Applicant Name:	Fabcot Pty Ltd
Owners' Details:	Singleton Council
Property Description:	Lot 4 DP1196266 1 Glass Parade
Project Description:	Retail Premises
APPLICATION DOCUMENTATION	
Accessibility Design Review prepared by <i>ABE Consulting</i>	
Architectural Plans prepared by <i>Rothe Lowman</i>	
Civil Plans prepared by <i>Northrop</i>	
CPTED Review prepared by <i>Rothe Lowman</i>	
Landscapes Plans prepared by <i>Site Image</i>	
Illumination Assessment prepared by <i>Electrical Projects Australia</i>	
Quantity Surveyors Report prepared by <i>Rider Levett Bucknall</i>	
Phase 1 Environmental Assessment Report prepared by <i>Geo-Logix</i>	
Survey prepared by <i>ADW Johnson</i>	
Traffic Report prepared by <i>Colston Budd Hunt & Kafes</i>	
Waste Minimisation and Management Plan prepared by <i>Woolworths</i>	

2.0 The Site

2.1 LOCATION

The subject site is located on the northern corner of Bridgman Road and Glass Parade approximately 3kms north of Singleton (see Figure 1).

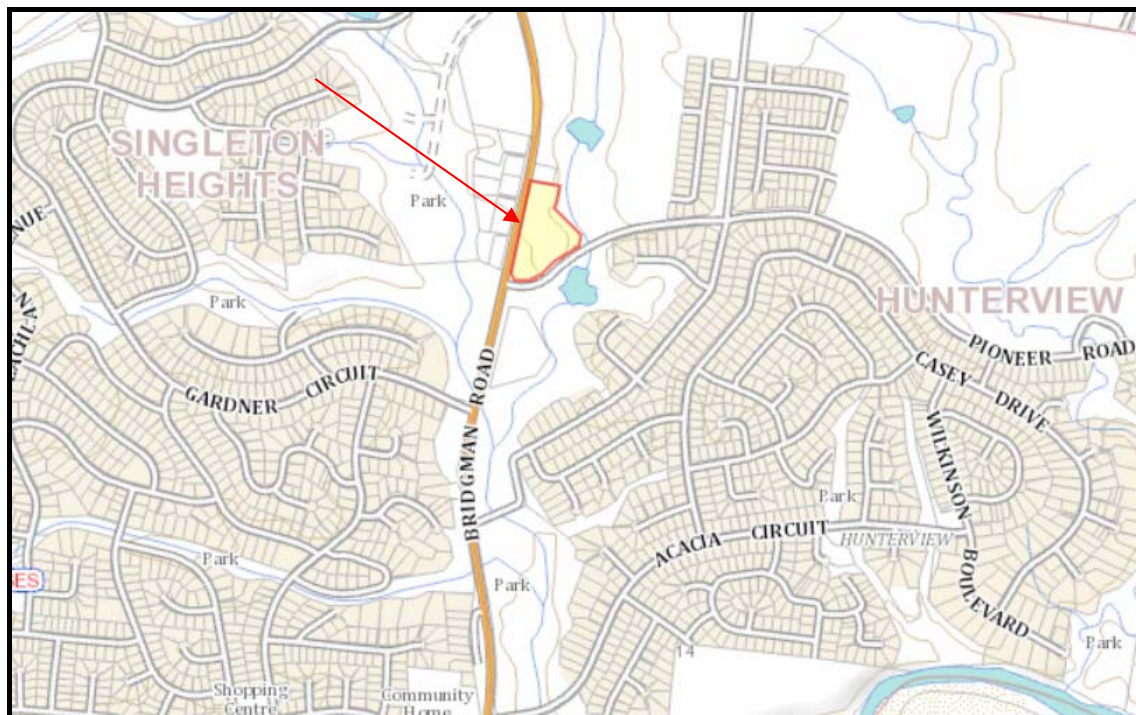


Figure 1: Locality Map

2.2 LAND TITLE

The subject site is identified as Lot 4 in Deposited Plan 1196266 comprising 2.15ha and containing the following conditions:

A copy of the Deposited Plans is located within Appendix 2.

2.3 OWNERSHIP

Lot 4 in Deposited Plan 1196266 is owned by Singleton Council who have provided the required owners consent as a separate letter attached to the Development Application Form.

A copy of the Certificate of Title is provided in Appendix 3.

2.4 PHYSICAL DESCRIPTION

Site

The site has an area of 2.17ha, and is located in the north eastern junction of Bridgman Road and Glass Parade. To the north is a single R1 zoned lot supporting a single dwelling; to the east is a strip of RE1 land; to the south is Glass Parade and an area of SP2 land; and to the west is Bridgman Road, with more RE1 and R1 sites supporting single dwellings on large lots (see Figure 3).



Figure 2: Aerial Image

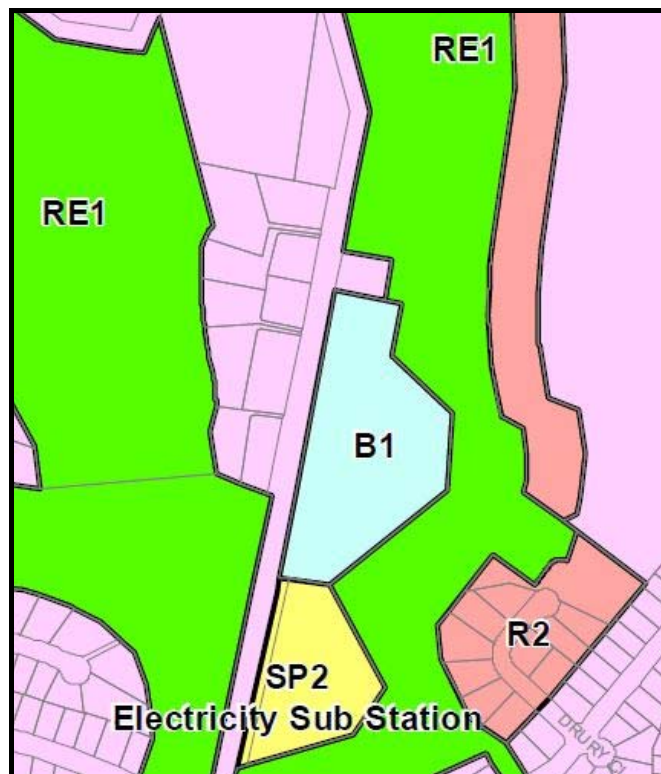


Figure 3: Zone Map extract

As outlined in the Phase 1 Environmental Site Assessment Report submitted under Appendix 4 as part of this SEE, the site has supported a range of uses on the land including both rural and residential. In May 2014, Council issued consent for regrading works on the site. These works have not yet commenced. Please see below for site photographs.



Photo 1: Looking north west across site from the Glass Parade boundary. Houses to the left of the photo are on the opposite side of Bridgman Road. Note the earth mound along the Bridgman Road frontage.



Photo 2: Looking north along Bridgman Road from the top of the earth bank. House to the right of the earth mound is the single dwelling to the north of the site.



Photo 3: Looking east across the site from Bridgman Road toward the E2 land (trees), and across to Glass Parade.



Photo 4: Looking north west from Glass Parade across the site.

Access

The site is currently accessed via Glass Parade, however no formal access way has been constructed as yet. Under the proposal, Glass Parade will be the main entry/exit point for the site, with one (1) "left turn only" exit point onto Bridgman Road. The issue of access is further explored elsewhere within this report.

Topography

The site currently falls in a south easterly direction, from 64m to 51m. This change in level is exacerbated by the previously discussed earthworks, which formed the earth bank along the boundaries. It is proposed that the construction works will entail significant excavation in the higher portions of the site, which will have the effect of substantially lowering the proposal when viewed from Bridgman Road.

Vegetation

Due to the previously approved earthworks, there is no significant native vegetation remaining on the site.

3.0 Description of the Proposed Development

3.1 PROPOSED DEVELOPMENT

The proposed development comprises the construction of a Woolworths Supermarket, BWS, and five (5) specialty retail stores including:

- Woolworths Supermarket = Ground Floor: 3795.7 sqm. & Mezzanine (plant): approx. 200 sqm;
- BWS = 232.8 sqm;
- Specialty 1 = 105 sqm;
- Specialty 2 = 110 sqm;
- Specialty 3 = 70 sqm;
- Specialty 4 = 70 sqm;
- Specialty 5 = 89 sqm;
- Kiosk = 25sqm;
- Amenities = 15.9 sqm;
- Loading Dock & Trolley Store = approx. 160 sqm.

The development will also include ancillary support aspects such as:

- Landscaping;
- Woolworths and BWS signage on external walls, and on a pylon sign at the corner of Bridgman Road and Glass Parade, plus minor building directional text and carpark directional signage;
- Access and Car parking:
 - o 214 customer car parking spaces, inclusive of six (6) disabled spaces;
 - o 10 staff parking spaces within a separate area adjacent to the loading dock;
 - o Separate loading dock entry point on Glass Parade providing access for supermarket delivery vehicles;
 - o Separate ingress and egress for all other vehicles on Glass Parade;
 - o Left turn only egress onto Bridgman Road; and
 - o Pedestrian entry linking to Glass Parade.
- Employment of 100 full time staff and up to 150 jobs during the construction phase;
- Opening hours:
 - o It is proposed that the centre would operate 24 hours a day, seven (7) days a week;

- Supermarket deliveries will generally be outside of the main trading hours, with an average of 2–3 deliveries per day. Deliveries to the five (5) smaller specialty retail stores will be made on an as needs basis, with separate provision being made for these type of deliveries from smaller vehicles. The initial occupation of each of the five (5) smaller specialty retail stores will be the subject of a separate application.

Full details of the above are provided within Appendix 1.

3.2 DISCUSSIONS WITH COUNCIL

An initial meeting was held with Council on 4th November 2014 in order to gauge Council's receptiveness to the project and to highlight any potential issues to be accommodated within the design of the building.

The following table highlights issues raised and where relevant how they have been addressed through the subject application:

ISSUES/COMMENTS	RESPONSE
GENERAL PLANNING MATTERS	
<i>Several questions were raised relating to various aspects of the operation of the Service Station site which formed a part of the proposal at the time of the meeting.</i>	The DA no longer includes a Service Station
ACCESS AND TRAFFIC	
<i>Council requested consideration to be given for a continuation of the median strip from the Bridgman Road roundabout to prevent right-hand turning traffic from Bridgman Road into the site.</i>	The proposal has now been amended such that there will be no access from Bridgman Road. There is a left turn only egress point from the site to Bridgman Road.
<i>Council suggested the access point off Bridgman Road to be relocated further away from the existing roundabout for safety reasons.</i>	As above.
<i>Council asked if a barrier could be included in the design to prevent customers who park in the side car park from using the heavy vehicle access as an entry/exit point.</i>	The layout has changed since the time of this meeting. This issue however has been addressed by restricting parking within this area to staff only, and limiting this area to one way traffic flows.
<i>Upon further review of the heavy vehicle ingress/egress point council raises serious concerns with manoeuvring into and out of the site without encroaching onto the wrong side of the street. This issue needs to be reviewed by the applicant either through a re-design of the development, or looking at roadwork options.</i>	The proposal has been redesigned accordingly. Heavy vehicles entering the site do so at the designated entry point, and then exit from a separate exit point. Each of these points have been designed to accommodate a 19m articulated vehicle.

<i>Council asked that safer by design concepts be addressed</i>	CPTED principles have been incorporated within the design, with a CPTED Review located within Appendix 5 of the SEE.
<i>Council advised that they would like to see, on the plans, indications of bus stops, taxi ranks and pedestrian paths. Phil advised he would also like to see a bike rack provided for those customers who arrive with pushbikes.</i>	Bike racks and pedestrian paths have been incorporated within the plans. A review of the Hunter Valley Buses timetable and map shows that Route 402, being the Singleton to Darlington and Hunterview service does not currently extend along Bridgman Road beyond Acacia Ct, well to the south of the subject site. Glass Parade is able to accommodate future bus stops.
DA LODGEMENT REQUIREMENTS	
<i>Site illumination will need to be addressed in the SoEE with an emphasis on the impact on the properties on Bridgman Road.</i>	Appendix 6 includes certification from an electrical engineer confirming that the lighting conforms with the relevant Australian Standards, being AS 1158.3.1 Lighting for Public Spaces, and AS 4282 – 1997 Control of Effects of Obtrusive Lighting.
<i>Council advised that given the development is nominated integrated the application will need to be advertised for 30 days and that an advertising fee is applicable for this process.</i>	Noted.
<i>Documents that would need to accompany the DA are, SoEE, landscaping plans, stormwater management plan, traffic report, access report, material board, site plan, elevations, cross sections.</i>	Noted and supplied as follows: - Landscape Plans (Appendix 7) - Stormwater Management Plan (Appendix 8) - Traffic Report (Appendix 9) - Access Report (Appendix 10) - Colour and material schedule, site plan, elevations, cross section (Appendix 1)
<i>Council requested a quantity surveyors report to be included as part of the development application.</i>	Noted and supplied within Appendix 11.

4.0 Planning Controls

4.1 SINGLETON LOCAL ENVIRONMENTAL PLAN 2013

Part 2 Land Use Table

Clause 2.3 – Zone Objectives and Land Use Table

Development on the subject site will be required to adhere to the provisions included within the Singleton Local Environmental Plan 2013 ("LEP"). In this regard, the subject site is located within the *B1 Neighbourhood Centre Zone* as shown on Council's Zone Map (see Figure 4).

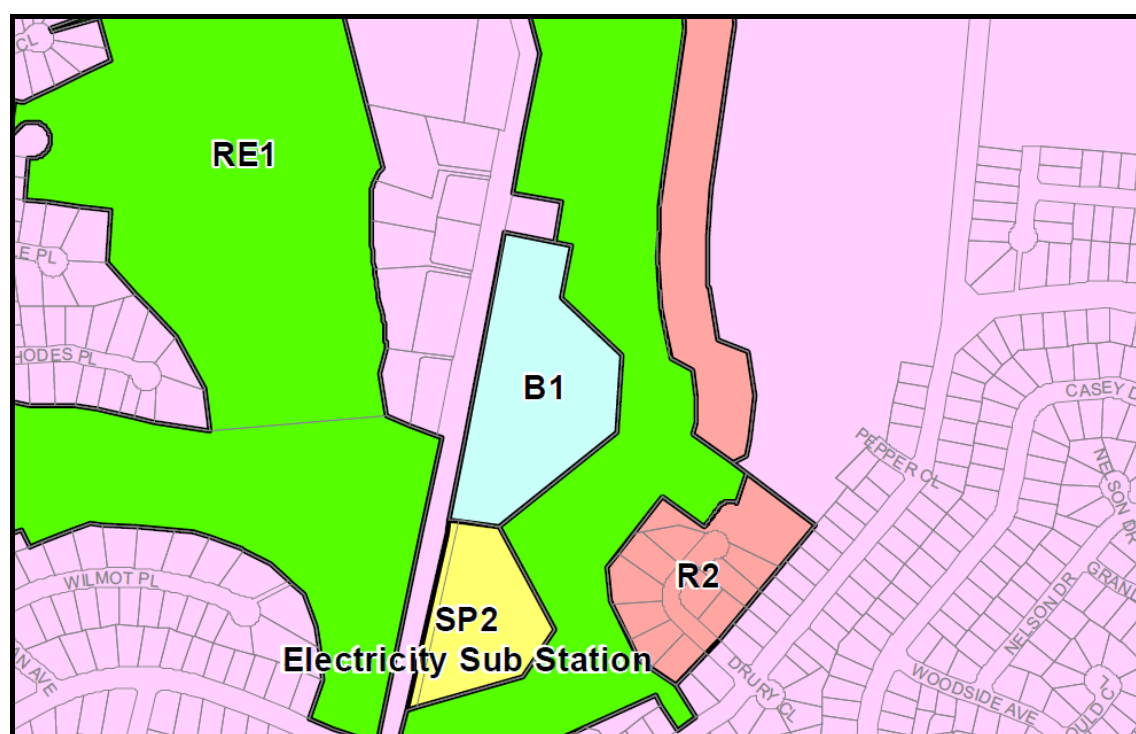


Figure 4: Zone Plan

Within the B1 Zone, the following are identified as uses which are permitted within Consent:

*Boarding houses; **Business premises**; Child care centres; Community facilities; Kiosks; Medical centres; Neighbourhood shops; Residential flat buildings; Respite day care centres; Restaurants or cafes; Roads; Shop top housing; Shops; Take away food and drink premises; Any other development not specified in item 2 or 4*

In this regard the individual aspects of the development would be best defined as follows:

- Woolworths Supermarket = Shop;

- BWS = Shop.

The five (5) specialty retail stores would/could variously be defined as Shop, Business Premises, Take Away Food and Drink Premises, or Business Premises; depending on the eventual uses for these.

The definitions of each are provided below:

***shop** means premises that sell merchandise such as groceries, personal care products, clothing, music, homewares, stationery, electrical goods or the like or that hire any such merchandise, and includes a neighbourhood shop, but does not include food and drink premises or restricted premises.*

***business premises** means a building or place at or on which:*

(a) an occupation, profession or trade (other than an industry) is carried on for the provision of services directly to members of the public on a regular basis, or

(b) a service is provided directly to members of the public on a regular basis, and includes a funeral home and, without limitation, premises such as banks, post offices, hairdressers, dry cleaners, travel agencies, internet access facilities, betting agencies and the like, but does not include an entertainment facility, home business, home occupation, home occupation (sex services), medical centre, restricted premises, sex services premises or veterinary hospital.

***take away food and drink premises** means premises that are predominantly used for the preparation and retail sale of food or drink (or both) for immediate consumption away from the premises.*

In addition to the above, it must also be noted that signage and car parking, being defined uses under the LEP, are not listed as prohibited development, and are therefore by default also permissible forms of development within the B1 Zone.

Clause 2.3 of the LEP stipulates that the consent authority must have regard to the objectives for development in a zone when determining a development application in respect of land within the zone. The following objective of the B1 Zone is applicable in this instance:

- *To provide a range of small-scale retail, business and community uses that serve the needs of people who live or work in the surrounding neighbourhood.*

Comment: The proposed development predominantly consists of a Woolworths supermarket and BWS store which are intended to directly support the surrounding neighbourhood. Additional smaller specialty shops have also been included which will also generally service the surrounding neighbourhood. The development is not proposed to compete with shops in Singleton, nor within the Singleton Heights Shopping Centre but rather to support the day to day needs of the residents in this growing area of Singleton, as well as passing trade along Bridgman Road.

Part 4 Principal Development Standards

As the LEP has not adopted the height of building or floor space ratio controls, there are no standards under Part 4 which are relevant to the proposed development.

Part 5 Miscellaneous Provisions

Clause 5.1 Relevant Acquisition Authority

No part of the subject site has been identified as being required to be acquired under the *Land Acquisition (Just Terms Compensation) Act 1991*.

Clause 5.3 Development near Zone Boundaries

All aspects of the proposed development are permissible under the B1 Zone and as such, reliance on Clause 5.3 is not required.

Clause 5.4 Controls relating Miscellaneous Permissible Uses

No aspect of the proposed development is identified under Clause 5.4.

Clause 5.9 Preservation of Trees or Vegetation

No significant vegetation removal is required to accommodate the proposed development.

Clause 5.10 Heritage Conservation

The objective of this clause is to conserve the environmental heritage of Singleton including heritage items, heritage conservation areas, and Aboriginal objects and places of heritage significance.

The subject site is not affected by any Local or State listed European Heritage items and is not located within a heritage conservation zone as identified on the Heritage Map under the LEP.

Council has confirmed that the Development Application (DA 39/2014) for excavation over the site has been previously approved, under which issues surrounding Aboriginal Cultural heritage were satisfactorily assessed. It is also noted that the issue of Indigenous Heritage was thoroughly addressed with the rezoning of the subject site, through a S.90 Permit under the Parks and Wildlife Act being issued.

Part 7 Additional Local Provisions

Clause 7.1 Earthworks

The objective of this clause is to ensure that earthworks for which development consent is required will not have a detrimental impact on environmental functions and processes, neighbouring uses, cultural or heritage items or features of the surrounding land. Each of these specific requirements are addressed below:

- *the likely disruption of, or any detrimental effect on, drainage patterns and soil stability in the locality of the development.*

Ground levels within the subject site have been substantially altered over the years, with substantial filling works having been carried out. It is also noted that Council has previously approved DA 39/2014, being for substantial earthworks within the site. The proposed ancillary earthworks have been designed to facilitate the construction of a development which will have a minimal visual impact on the environment, by lowering the level of the building, particularly when viewed from Bridgman Road. Apart from areas of landscaping, the entire site will be sealed, with stormwater control measures aimed at ensuring no adverse impacts on the adjoining land, or within the Council drainage system.

- *the effect of the development on the likely future use or redevelopment of the land.*

This issue is not considered relevant as the earthworks are ancillary to the proposal for the end use of the site.

- *the quality of the fill or the soil to be excavated, or both.*

The Phase 1 Environmental Site Assessment Report included soil testing, which “did not identify Contaminants of Potential Concern (COPC) at concentrations greater than assessment criteria” (refer to Appendix 4). It is noted that the previous consent for excavation did not require any testing of the soils within the site.

- *the effect of the development on the existing and likely amenity of adjoining properties,*

This issue is not considered relevant as the earthworks are ancillary to the full development of the site.

- *the source of any fill material and the destination of any excavated material.*

No fill will be required to be imported to the site. Designs for the proposal indicate that approximately 100,000m³ of spoil will require removal from the site. The destination for the spoil material is typically not an issue for consideration at the DA stage, and is more appropriately considered at the time of the CC, at which time the relevant contractors will have been appointed to the project, and will be able to provide that information.

- *the likelihood of disturbing relics.*

The issue of potential Indigenous Heritage concerns was considered as part of the initial rezoning of the site, at which time a S.90 permit was issued. This permit authorised the destruction of objects in the course of "rezoning for rural and residential subdivision of the land".

- *the proximity to, and potential for adverse impacts on, any waterway, drinking water catchment or environmentally sensitive area.*

The site adjoins a water course to the east however this will not be impacted by the proposed earthworks. Plans located within Appendix 8 include standard measures relating to sediment control during construction. The site is not within an environmentally sensitive area, nor a drinking water catchment.

- *any appropriate measures proposed to avoid, minimise or mitigate the impacts of the development.*

As outlined above, the actual earthworks are ancillary to the development of the site.

Clause 7.2 Flood Planning

The objective of this clause is to ensure development does not increase the effects or impacts of flooding and applies to land at or below the flood planning level. In this regard, the subject site is located outside of the flood planning area.

Clause 7.4 Development with a Designated Buffer Area

The objective of this clause is to protect the operational environment of waste or resource management facilities and the Singleton Military Area. In this regard, the subject site is not located within the buffer area of the Singleton Military Area or Waste Management Facility.

Clause 7.5 Drinking Water Catchments

The objective of this clause is to protect drinking water catchments by minimising the adverse impacts of development on the quality and quantity of water entering drinking water storages. In this regard, the subject site is not shown as being within a Drinking Water Catchment.

Clause 7.6 Riparian Lands and Watercourses Map

The objective of this clause is to protect and maintain water quality within watercourses; the stability of their bed and banks; aquatic and riparian habitats; and ecological processes within watercourses and riparian areas. In this regard, the subject site is mapped as containing riparian lands given that a watercourse is located to the east (see Figure 5).

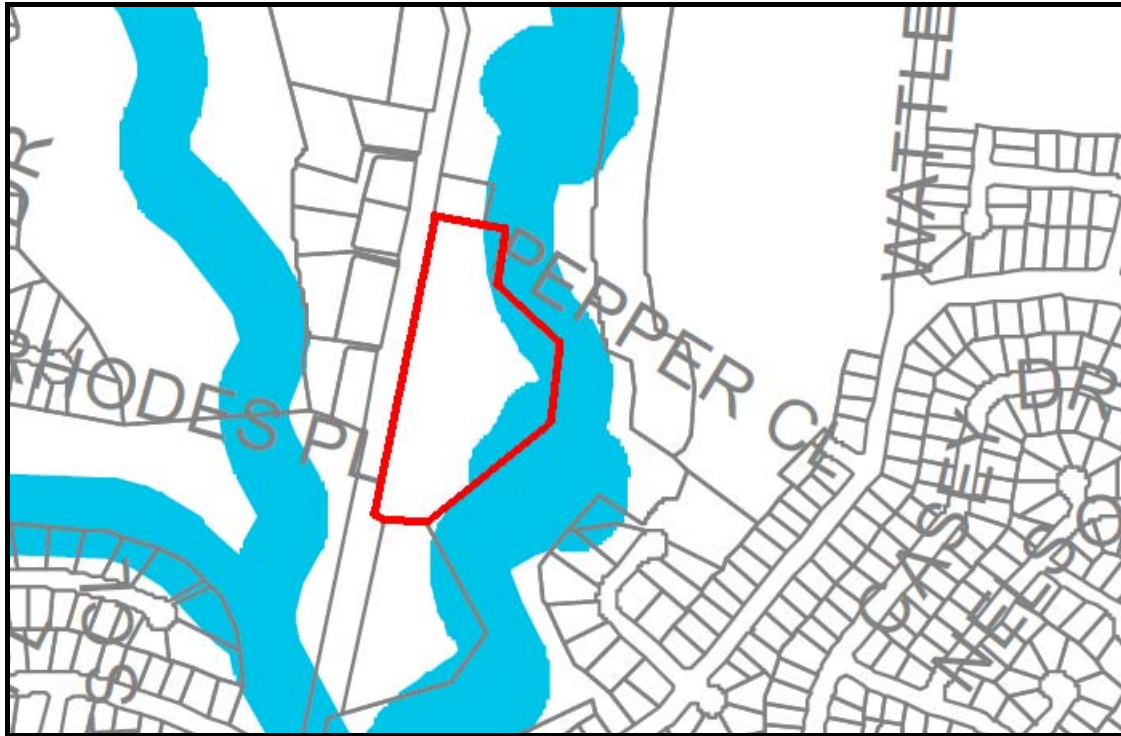


Figure 5: Riparian Lands and Watercourses Map

With this in mind, the consent authority must consider:

(a) whether or not the development is likely to have any adverse impact on the following:

- (i) the water quality and flows within the watercourse,*
- (ii) aquatic and riparian species, habitats and ecosystems of the watercourse,*
- (iii) the stability of the bed and banks of the watercourse,*
- (iv) the free passage of fish and other aquatic organisms within or along the watercourse,*
- (v) any future rehabilitation of the watercourse and riparian areas, and*

(b) whether or not the development is likely to increase water extraction from the watercourse, and

(c) any appropriate measures proposed to avoid, minimise or mitigate the impacts of the development.

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

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

The proposed development will have no impact on the adjoining water course. This is due to two (2) factors. The first of these is the fact that the site has previously been filled as part of the original subdivision works, so while the Riparian Lands and Watercourse map shows the eastern side of the site being affected, in reality, the new levels are such that the works within the site will have no impact. All works are proposed within the existing site boundary, and accordingly, will not impact on the functioning of the water course, nor the banks.

The second factor is the actual design of the storm water system for the proposal. As outlined in the Concept Stormwater Management Report and attached plans, the proposal has been designed such that;

- All stormwater flows from the site will be directed toward the existing Council stormwater system in Glass Parade;
- Proposed on site detention ensures that the post development flows leaving the site will be less than the pre development case;
- The proposed treatment train incorporated within the development complies with Council's requirements in relation to pollutant removal;
- Rain water will be harvested for reuse within the development.

Clause 7.10 Essential Services

Development consent must not be granted to development unless all essential services for the development are or will be able to be made available. This specifically relates to the provision of the following services:

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

As discussed previously, the subject site was rezoned by Council in 2009 as amendment 41 to the Singleton LEP 1996. As part of this rezoning, and indeed, as part of the development of the overall Bridgman Ridge site, all services are now available to the site.

Taking the above into consideration, the proposed development is consistent with the LEP.

4.2 STATE ENVIRONMENTAL PLANNING POLICIES ("SEPPs")

4.2.1 SEPP Infrastructure 2007 ("ISEPP")

Schedule 3 under the ISEPP provides that shops exceeding 2,000m² in GFA, with access to any road, are identified as "traffic generating development" requiring Council to take into consideration any submission received from the RMS. As the proposed development exceeds the nominated GFA, Council are required to refer the application to the RMS pursuant to Clause 104 of this Instrument.

4.2.2 SEPP (State and Regional Development) 2011

The proposed development does not constitute State Significant Development under this SEPP and hence the provisions relating to same are not relevant.

Of more relevance, Clause 20 of this policy cross-references Schedule 4A to the Act which identifies a range of developments that – either due to their nature, scale, value, impact or location – are deemed to be of regional significance and which, as a result, require that the Joint Regional Planning Panel (JRPP) become the consent authority. As the subject site is owned by Council; and the development has a Capital Investment Value (CIV) over \$5 million, the JRPP is to be the consent authority.

4.2.3 SEPP 55 – Remediation of Land

This Instrument requires that prior to determining an application for consent to carry out development that would involve a change of use on any of the land specified in subclause (4) of the SEPP, the consent authority must consider a report specifying the findings of a preliminary investigation carried out in accordance with the contaminated land planning guidelines.

Subclause (4) of the Instrument refers to lands which may have been previously used for a range of specific purposes as outlined in the Contaminated Land Guidelines. A review of Table 1 within that document shows that sites which may have been previously used for agricultural uses, require assessment.

A Phase 1 Environmental Site Assessment Report has been carried out which includes a review of previous site uses based on Council records and aerial photography. The assessment also includes soil testing, which "did not identify Contaminants of Potential Concern (COPC) at concentrations greater than assessment criteria". It is noted that the previous consent for excavation did not require any testing of the soils within the site.

Discussions with the initial developers of the Bridgman Ridge area found that as part of their subdivision works, substantial excavation was carried out within the site, up to 4.0m in depth in some areas. This would explain how the testing carried out as part of the Phase 1 assessment did not find any contaminants at levels which would require any remediation.

It is noted that the proposed use for the site is not one of those listed within the SEPP as being more sensitive, such as “*residential, educational, recreational or child care purposes, or for the purposes of a hospital*”. It is further noted that the proposal will result in approximately 80% of the site being sealed, with the remaining 20% essentially consisting of landscaping.

Given the site history, which involves substantial excavation within the last two – three years as part of the overall subdivision, and the result of the Phase 1 assessment carried out, it is considered that the intent of this SEPP has been satisfied, in that no contamination has been found. Additional testing is recommended as part of the report, and it is considered appropriate that this would be able to be addressed via conditions of consent.

4.2.4 SEPP 64 – Advertising and Signage

Part 1 - Preliminary

The proposal is subject to the statutory provisions of SEPP 64 with the proposed signage being classified as “building identification signs” under Clause 4(1).

building identification sign means a sign that identifies or names a building, and that may include the name of a business or building, the street number of a building, the nature of the business and a logo or other symbol that identifies the business, but that does not include general advertising of products, goods or services.

Part 2 – Signage Generally

Clause 8 of the SEPP requires the consent authority to be satisfied that the proposal is consistent with the aims and objectives of the policy as specified in clause 3(1)(a) therein, which states:

- (1) *This Policy aims:*
- (a) *to ensure that signage (including advertising):*
 - (i) *is compatible with the desired amenity and visual character of an area, and*
 - (ii) *provides effective communication in suitable locations, and*
 - (iii) *is of high quality design and finish, and*

Clause 8 also requires a consent authority to consider the assessment criteria within Schedule 1.

The proposed signage has been assessed using the Schedule 1 Assessment Criteria of the SEPP and is deemed consistent with the policy's aim to ensure that signage is compatible with the desired amenity and visual character of the area and is of a high quality design and finish.

The following provides a compliance table of the applicable controls referred to under Schedule 1:

SCHEDULE 1 ASSESSMENT CRITERIA

1. Character of the Area

Controls	Complies?
<i>Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?</i> <i>Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?</i>	YES The proposed signage will adopt the same theme and colour scheme as Woolworths and BWS development across Australia, with this being compatible with the desired neighbourhood centre character of the site.

2. Special Areas

Controls	Complies?
<i>Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?</i>	YES The signs follow the standard Woolworths and BWS format and are considered to be consistent with the proposed building form. The site and building are located within a business zone, and there are no particularly sensitive receivers which will be negatively impacted. The majority of signage detailed within the application package is directional, providing guidance for customers and for delivery vehicle drivers, with four of the signs serving as building identification signage. It is noted that the proposed signage also complies with the provisions of Council's site specific DCP, which sets limits on the number and height of signs.

3. Views and Vistas

Controls	Complies?
<i>Does the proposal obscure or compromise important views?</i> <i>Does the proposal dominate the skyline and reduce the quality of vistas?</i> <i>Does the proposal respect the viewing rights of other advertisers?</i>	YES As stated above, the proposed signage is consistent with the provisions contained within the site specific DCP adopted by Council. This DCP was a policy response on the part of Council to concerns from adjoining property owners regarding the use of the site as a neighbourhood centre. This policy limits the number and height of signs, and the proposal complies with these limits. The proposed signage is entirely compatible with the objectives of the zone, and does not compromise any important views, nor does it dominate the skyline, with the largest of the signs, being the pylon sign at the corner of the site having a height of only 5.0m.

4. Streetscape, setting or landscape	
Controls	Complies?
• <i>Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?</i> • <i>Does the proposal contribute to the visual interest of the streetscape, setting or landscape?</i> • <i>Does the proposal reduce clutter by rationalising and simplifying existing advertising?</i> • <i>Does the proposal screen unsightliness?</i> • <i>Does the proposal protrude above buildings, structures or tree canopies in the area or locality?</i> • <i>Does the proposal require ongoing vegetation management?</i>	YES All signage has been designed to be in proportion with the standard Woolworths theme which is appropriate for the B1 zoning. The signage will have a neutral impact on the streetscape and landscaping, however is considered to add visual interest to the proposed buildings. The signs are modern in appearance and generally adopt a minimalist format as opposed to a cluttered and dated design. There is no existing signage within the area, and being the developer for the entire site, the proponent is able to ensure that the signage is designed and installed in a coordinated manner. The signage will have no impact on clutter or unsightliness. All signage is below the roofline of the building. The signage will not require ongoing vegetation management.
5. Site and building	
Controls	Complies?
• <i>Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located?</i> • <i>Does the proposal respect important features of the site or building, or both?</i> • <i>Does the proposal show innovation and imagination in its relationship to the site or building, or both?</i>	YES As mentioned above, the signage will adopt the standard Woolworths and BWS format in design. This is considered appropriate for the size of the site and building.
6. Associated devices and logos with advertisements and advertising structures	
Controls	Complies?
• <i>Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?</i>	N/A The proposed signage consists of 1 x pylon sign identifying the site, along with several wall mounted signs, and parking / directional signage within the car park. Illumination of signage will be via LED internal lighting.

7. Illuminations	
Controls	Complies?
• <i>Would illumination result in unacceptable glare?</i> • <i>Would illumination affect safety for pedestrians, vehicles or aircraft?</i> • <i>Would illumination detract from the amenity of any residence or other form of accommodation?</i> • <i>Can the intensity of the illumination be adjusted, if necessary?</i> • <i>Is the illumination subject to a curfew?</i>	YES As outlined above, signage illumination is achieved via internal LED lighting, thus removing potential for glare. It is further noted that the proposed building does not directly adjoin any other properties. To the north is the undeveloped portion of the site, which adjoins one dwelling, to the east is a water course, to the south is vacant land zoned SP2, and to the east is Bridgman Road, with several residential sites beyond that.
8. Safety	
Controls	Complies?
• <i>Would the proposal reduce the safety for any public road?</i> • <i>Would the proposal reduce the safety for pedestrians or bicyclists?</i> • <i>Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?</i>	YES The location and height of the proposed signage is such that there will be no impact on public safety from either a pedestrian, cyclist, or vehicular perspective.

Part 3 - Advertisement

Part 3 of the SEPP does not apply to building identification signs.

Taking the above into consideration, the subject proposal **complies** with SEPP 64.

4.3 SINGLETON DEVELOPMENT CONTROL PLAN 2014 ("DCP")

A compliance table is located within Appendix 12 which outlines how the proposal achieves the controls within the Singleton DCP 2014.

4.4 CONTRIBUTIONS

N/A

4.5 INTEGRATED DEVELOPMENT

The proposal is deemed as Integrated Development, as it requires an approval under the Water Management Act for works within 40m of a water course. It is noted that Council will make the required referrals.

5.0 Environmental Assessment

5.1 THE LIKELY IMPACTS OF DEVELOPMENT (s79C(1)(b)):

5.1.1 Context and Setting

The proposed development is considered to be consistent with Council's desired outcome for the site. It is noted that the rezoning of the site was Gazetted in 2009, at which time the Council report on the matter confirmed that the rezoning was consistent with the *Singleton Commercial Strategy* (2002), and the *Singleton Land Use Strategy* (2008).

The provision of this development will enhance and strengthen the ongoing establishment of the North Singleton area.

The site itself is effectively an island, primarily adjoining roads, RE1 land, and SP2 land. The closest residential properties are, with the exception of the site to the north, separated by Bridgman Road. The site to the north is separated by the undeveloped rear portion of the site. This location provides substantial setbacks to any adjoining uses, and it is noted that the loading dock in particular adjoins the riparian area, so that it is as far as possible away from any sensitive receivers. As was agreed in the rezoning report, the relative isolation of the site, combined with the ease of access for residents, makes the site entirely suitable for the proposed use.

In terms of building design, it is considered that the proposal represents an appropriate design response to the site and to the locality. As shown within the Architectural Statement located within Appendix 1, the design is entirely single storey, with the bulk of the building toward the rear of the site, where it has been cut into the slope of the site so as to minimise its visual dominance. The separately expressed roof forms also contribute to the articulation of the building, rather than simply having a single, monolithic building.

5.1.2 Access, Transport and Traffic

Traffic

The issue of traffic is discussed within the body of this report, and within the Traffic Assessment carried out by Colston Budd Kafes within Appendix 9.

5.1.3 Public Domain

Being a commercial development, the emphasis is not on the provision of recreational opportunities within the area. It is noted however that a small landscaped open space area is proposed within the development, with this facility intended to facilitate use of the centre by families.

In terms of pedestrian linkages, the design provides for a pedestrian link, and it is noted that as the surrounding area continues to be developed for residential purposes, there will be more people within close proximity of the centre.

In pre DA discussions with Council, the question of trolley collection was raised, with Council advising that abandoned trolleys can be a particular concern for residents of an area. In response to this concern, Woolworths have prepared a Trolley Management Plan, similar to other Woolworths operations. A copy of this Trolley Management Plan is provided within Appendix 13.

Broadly speaking, the plan identifies three zones for trolley collection, being within the site; out to a 200m radius from the site; and out to a 500m radius from the site. Collection of trolleys from these zones will be carried out regularly, with a minimum number of “trolley sweeps” to be carried out each day within each zone – with increased frequency during peak times (Christmas, Easter).

The plan also provides details of the “Trolley Tracker” system, used to locate lost trolleys, relying on calls to a designated phone number.

5.1.4 Utilities

Water, sewer, power, and communications are all provided to the site, as outlined in the Phase 1 Environmental Assessment Report within Appendix 4.

5.1.5 Stormwater, Drainage and Water Quality

The design of the proposed stormwater treatment system is discussed elsewhere within this report, and within the Concept Stormwater Management Report within Appendix 8.

5.1.6 Geotechnical Considerations

Soils

As outlined previously, the site has been subject to significant levels of excavation as part of the subdivision of the Bridgman Ridge area. This has resulted in the stripping of existing topsoils, and in all probability, any significant contaminants which may have been present as a result of previous land uses. Testing carried out as part of the Phase 1 Environmental Assessment Report carried out by Geo-Logix found at the various testing points:

- Gravelly sand earth fill with the occasional anthropogenic material to 0.2m below ground level;
- Silty sand with gavels (potentially topsoil or earth fill) to 0.1m below ground level, overlying sandy clay;

- Sandy clay to 0.2m below ground level.

Comments received from the developer of the site found that the small areas of fill within the site contain soils from within the site, which would satisfy the definition of VENM.

The various recommendations made in this report will need to be addressed as part of the final design and construction phase of the project.

Contamination

In light of the previous noted uses for the site, including rural uses and as a Council gravel stockpile, initial soil sampling was carried out. These tests were for petroleum hydrocarbons, heavy metals, OCP's, PCB's, and PHA's. None of these contaminants were detected at levels greater than the Tier 1 Assessment Criteria.

The report does recommend additional testing, however in light of the previous excavation, and the results of the initial sampling, it is considered that this is able to be required via conditions of consent.

5.1.7 Landscaping

A landscaping plan has been prepared by Site Image Landscaping within Appendix 7, with the proposed design complying with the Council requirements in this regard. As is addressed elsewhere, the design proposes the use of shade sails over the central car parking bays as a means of breaking up the appearance of the car park, in lieu of the landscape beds within the car park. The shade sails provide visual relief, as well as a canopy, which is the primary aim of the landscaping beds within the bays.

5.1.8 Natural Hazards

Bushfire

Council's bushfire hazard mapping identifies the site as not being within a bushfire prone area.

Flooding

The subject site is not affected by flooding as indicated by Council's Flood mapping.

Mine Subsidence

The subject site is not located within a Mine Subsidence area.

5.1.9 Noise and Vibration

Pre DA discussions with Council confirmed no need for an acoustic assessment as part of this proposal. As previously discussed, the site is relatively isolated from residential receivers, and the design of the proposal is such that the loading dock faces the adjoining riparian corridor, from which it is a significant distance to any future residential development.

It is also noted that most nearby residences are separated from the site by either Bridgman Road or Glass Parade – both of which are anticipated to experience increased traffic as the North Singleton area continues to grow. The site to the north is effectively shielded from noise by the building itself – and is further separated from the activity by the undeveloped portion of the site to the rear.

5.1.11 Economic Impact

As with all new retail developments in an area which is growing, the proposal will provide a benefit to the community in terms of temporary construction jobs (150), and ongoing employment in the stores (100 FTE). It is again noted that the rezoning of the subject site for this purpose was considered by Council to be consistent with the Singleton Land Use Strategy, and the Singleton Commercial Strategy – each of which identified the future need for this type of facility within the area so as to cater for the growing population.

5.1.12 Site Design and Internal Design

The proposal has been designed so as to provide a safe, convenient, and attractive facility for the residents of the area. Upon consideration of a number of options, the decision was made to site the building toward the northern boundary, which due to the earthworks required, significantly reduced the perceived bulk of the building by cutting it into the slope. This arrangement then facilitated the proposed traffic flow arrangements, which involve a separate access point for large delivery vehicles servicing the supermarket.

Customer access is therefore able to be provided in a safe and convenient location with sufficient sight distances for vehicles exiting the site. The exit movements from the site are also split between the Glass Parade and Bridgman Road exit points – with the Bridgman Road point being a designated “left turn only” exit point, in line with the site specific DCP.

The total floor area of the building falls well below the maximum of 8,000sqm as stipulated in the site specific DCP, and in all other aspects, the proposal complies with this document – particularly in regard to the building not being intrusive in the setting.

5.1.13 Waste

Woolworths have a comprehensive recycling policy in place for their stores, with one of the key elements being an aim of achieving zero organic waste to landfill by 2015.

Once completed, the supermarket will generate a number of waste streams which are managed separately to ensure that each is handled in the most effective manner and in keeping with our goal of zero organic waste to landfill by 2015. All stores adhere to strict source separation and waste minimisation practices and all waste service providers are selected on the basis of their ability to recycle where possible and dispose only in an approved manner. The waste streams that are managed in store are:

General Waste

Woolworths has general waste arrangements with service providers who will collect general waste from the store. Size of bins and frequency of collection will vary from store to store based upon:

- a) Volume of waste generated;
- b) Size and accessibility of facility;
- c) Council curfews and restrictions.

Once collected, the material will be disposed of in approved facilities and landfills.

Recycling Cardboard

Woolworths has an arrangement with Orora (formally Amcor Recycling) who will collect all cardboard from back of store. This material is either baled cardboard or the emptying of a cardboard compactor. The cardboard is recycled for use in Australian mills or exported.

Recycling LDPE

Plastic recyclables are bagged separately and collection by Orora, sometimes the material may also be baled. The LDPE is recycled for use in Australia mills or exported.

Organics

Where available organic waste is separated and dependent upon location, is sent to be re-used in one of the following ways:

- a) Re-used as part of Foodbank and Food Harvest programs;
- b) Provided to local farmers as stock feed;
- c) Diverted to Alternate Waste Treatment (AWT) or commercial composting facilities for use in clean power generation, fertiliser or compost production.

Fat and Bone

Fat and bone off cuts generated from the delicatessen/butcher areas in store are separated and collected by one of a number of companies dependent upon the location of the store. The material is used for a number of purposes including the production of tallow.

Chicken Fat and Oil

Fat and oil generated in the process of cooking chickens in store is stored and collected by a number of companies who recycle the oil for a number of uses.

Grease Trap waste

Woolworths have arrangements with service providers of grease trap collection and maintenance. The provider will service the traps at an interval determined by the local council or water authority and ensure that all schedules are complete.

Additional details of these programs, as well as the standard waste disposal measures are contained within the Waste Management Plan located at Appendix 14.

5.1.14 Safety, Security and Crime Prevention

A CPTED assessment has been carried out for the proposal, and is included within Appendix 5.

5.2 THE SUITABILITY OF THE SITE FOR THE DEVELOPMENT (s79C(1)(c)):

The subject site has been previously identified by Council as being suitable for the specific purpose of a neighbourhood shopping centre. This suitability is a function of the location of the site – being central to the growing North Singleton area, and the proximity to both Bridgman Road and Glass Parade, which facilitates easy and convenient traffic flows to and from the site.

As has been outlined elsewhere, the site is unconstrained in terms of environmental or physical limitations, having previously been substantially excavated as part of the initial subdivision works in the area.

The several adjoining residential properties are typically separated from the site by either Bridgman Road or Glass Parade, or in the case of the site to the north, by the undeveloped rear portion of the site. In addition to this separation, the proposal has been designed and oriented such that there will be minimal interface with adjoining sites.

5.3 ANY SUBMISSIONS MADE IN ACCORDANCE WITH THE ACT (s79C(1)(d)):

It is acknowledged that Council will be required to place the proposal on public exhibition, carry out an Integrated Referral under the Water Management Act, and seek comments from the RMS on the proposal.

5.4 THE PUBLIC INTEREST (s79C(1)(e)):

The proposal will develop an existing vacant allotment for the purposes for which it has been zoned, and as such is considered to be in the public interest through the long term benefits of development and growth within a strategically appropriate location.

6.0 Conclusion

The proposed development complies with the relevant provisions of Singleton Local Environmental Plan 2013 as well as the aims and objectives of the Singleton DCP, and more specifically with the site specific DCP (Master Planned Site M7).

Where variations are requested, they have been adequately justified ensuring that the overall proposal will still achieve the aims of the requirement, and provide the best design outcome for the site and for the future users of the facility.

Singleton Council has for a long time now identified the need for a facility of this type within the expanding North Singleton area, and in 2009 rezoned the site for this specific purpose. Woolworths plan to now provide this centre, and in doing so, help Council realize the vision for new urban release areas, supported by appropriate retail facilities.

The proposal addresses all matters under Section 79C of the EP&A Act and on this basis Council is requested to support the proposal, and recommend to the JRPP that the application be approved.

Appendix 1

Architectural Drawings

Appendix 2

Deposited Plan

Appendix 3

Certificate of Title

Appendix 4

Phase 1 Environmental Site Assessment Report

Appendix 5

Assessment Against Safety by Design Guidelines

Appendix 6

Electrical Engineer Certification

Appendix 7

Landscape Plans

Appendix 8

Civil Plans and Stormwater Report

Appendix 9

Traffic Report

Appendix 10

Access Report

Appendix 11

CIV Estimate Report

Appendix 12

DCP Compliance Table

Appendix 13

Trolley Management Plan

Appendix 14

Waste Management Plan