

PLANNING



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HERITAGE



URBAN DESIGN

Statement of Environmental Effects

Development Application - "Health Hub"

Cnr Holborn Circuit & Gregory Hills Drive, Gledswood Hills

Submitted to Camden Council
On Behalf of Orca Partners

Report Revision History

Revision	Date Issued	Prepared by	Reviewed by	Verified by
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02	30/10/15	Melanie Krzus Associate	Stephen Kerr Executive Director	
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This document is preliminary unless approved by a Director of City Plan Strategy & Development.

CERTIFICATION

This report has been authorised by City Plan Strategy & Development, with input from a number of other expert consultants, on behalf of the Client. The accuracy of the information contained herein is to the best of our knowledge not false or misleading. The comments have been based upon information and facts that were correct at the time of writing this report.

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MAP PROJECTS OF 2015/16 TO HEALTH HUB, ORAN GREGORY HILLS DRIVE & HOLBORN CIRCUIT, GREGORY HILLS\8. SEE\FINAL SEE - HEALTH HUB.DOCM

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Appendices

Appendix	Document	Prepared by
1	Planning Compliance Tables	CPSD
2	Survey Plan	TBC
3	Architectural plans (site plan, floor plans, elevations, sections, 3D sketches/perspective, materials and finishes schedule)	AN+A
4	Architectural Design Statements	AN+A
5	Landscape Plan	Moir Landscape Architecture
6	Concept Stormwater Plan and Civil Engineering Report	Mott MacDonald
7	Erosion and Sediment Control Plan	Mott MacDonald
8	Traffic and Parking Assessment	Mott MacDonald
9	Salinity Report	Douglas Partners
10	Contamination Reports	Douglas Partners
11	Acoustic Assessment	Atkins Acoustics
12	BCA Report	Steve Watson and Partners
13	Preliminary construction and operational waste management plan	CYRE
14	Quantity Surveyor's Cost Report	Rider Levett Bucknall

1. Executive Summary

This Statement of Environmental Effects (SEE) has been prepared for Orca Partners by City Plan Strategy and Development Pty Ltd (CPSD) to accompany a Development Application (DA) to Camden Council (the Council). It relates to a site located on the north-eastern corner of the Holborn Circuit and Gregory Hills Drive intersection in Gledswood Hills. The site is legally described as Lot 810 in DP 1189248 and part of Lot 8000 in DP 1209013. Currently under consideration by the Council is a DA (DA 1273/2015) for Torrens Title subdivision that will create a new single allotment for the proposed development (proposed "Lot 1").

This SEE has been prepared pursuant to Section 78A of the Environmental Planning and Assessment Act, 1979 and Clause 50 of the Environmental Planning and Assessment Regulation, 2000. This SEE:

- describes the proposed development and its context;
- assesses the proposal against the applicable planning controls and guidelines; and
- assesses the potential environmental impacts and mitigation measures.

This SEE relates to the proposed construction of a new "health hub" on the site comprising a mix of allied health/medical uses, bulky goods premises and ancillary uses including two (2) cafes, a chemist, small retail shops, business premises and on-grade parking. Further detail regarding the proposed development is provided in Section 3 of this SEE.

A pre-lodgement meeting was undertaken with the Council on 15 July 2015 in relation to the proposal. A range of matters were discussed at the pre-DA meeting and they are further discussed in Section 3 of this SEE. In summary, the Council advised that subject to addressing a number of minor issues in the design development of the scheme, that it is supportive of the proposal.

The SEE concludes that the proposed development is of an appropriate scale and mass, consistent with the desired future character for the land, is well designed and has no adverse amenity impacts.

The proposal will deliver a range of valuable medical and other ancillary services to the community in a well designed "hub" that reduces the need for travel and is worthy of approval.

2. The Site and Context

2.1 Regional Context

The site is located in the suburb of Gledswood Hills, which is a relatively new suburb in the Macarthur Region of Sydney, New South Wales. The site is also located within the jurisdiction of Camden Council.

A context plan showing the location of the proposed health hub is below:



Figure 1 Context Plan (Source: Gregory Hills Development Company)

2.2 Site Address and Legal Description

The site has a street address of 11 and 15 Holborn Circuit and is legally described as Lot 810 in DP 1189248 and part of Lot 8000 in DP 1209013. A site plan is below:



Figure 2 Site Plan, approximate site boundaries outlined in red (Source: SIX Maps)

2.3 Site Description

The site is located within the Gregory Hills Corporate Park (GHCP), which is a 30 hectare parcel of land with frontage to Camden Valley Way and Gregory Hills Drive. A location map of the site, within the GHCP, is below.



Figure 3 Location Plan, site marked by the red star, GHCP outlined in red (Source: SIX Maps)

The site is further described below:

- The site is located:
 - approximately 8 kilometres from Camden, 6 kilometres from Campbelltown and 8.5 kilometres from Leppington;
 - within the Turner Road Precinct of the South West Growth Centre;
 - less than 450 metres from Camden Valley Way;
 - on the north-eastern corner of the intersection of Holborn Circuit and Gregory Hills Drive;
- The site:
 - is vacant and bound by Gregory Hills Drive to the south, Holborn Circuit to the west, Digitaria Road to the north and vacant land to the east;
 - is rectilinear in shape with an area of 10,000m²;
 - has three (3) street frontages. The frontage to Gregory Hills Drive and Digitaria Road is approximately 85.88 metres and the frontage to Holborn Circuit is approximately 116.32 metres;
 - does not comprise any existing vegetation or trees; and
 - is not known to be burdened by any easements or other restrictions on Title.

An aerial view of the site is below showing the indicative site boundaries.



Figure 4 Aerial view of the site, site outlined in red (Source: Nearmaps)

2.4 Surrounding Development

The area surrounding the site is currently in transition, emerging from what was previously predominantly grazing land.

Surrounding the site are a mix of uses including the "Gledswood Hills" residential development to the north (and to the north of South Creek), to the east of the site is vacant land (and residential housing further to the east of the GHCP), to the south are a mix of bulky goods, the Gregory Hills Tavern and fast food outlets within the Central Hills Business Park, and to the west is predominantly industrial development with rural lots on the western side of Camden Valley Way.

We also note that a DA has been lodged with Camden Council for a new childcare centre to the north of the site and on the northern side of Digitara Road. This DA has not yet been determined but has been considered in the preparation of this DA, particularly in terms of traffic and noise.

2.5 Relevant Planning History

Staged subdivision approval of the GHCP was granted under DA 277/2012 to create 32 business development lots and 2 residual lots. It also included road construction, drainage, riparian works, landscaping and associated site works. This DA has been modified pursuant to Section 96 of the Act.

There are also other DAs related to the staging of the subdivision (and associated works) including DA 864/2014 and DA 997/2014.

Currently, bulk earthworks are being undertaken on the site to raise the surface level in accordance with the subdivision approvals. Further, utilities including sewer, water, electrical and telecommunications are being constructed, with connections to be provided to the site.

As noted earlier, DA 1273/2015 has recently been lodged to create a new Torrens Title lot for the health hub, which is known as proposed "Lot 1". An extract of the subdivision plan lodged with that DA is below.

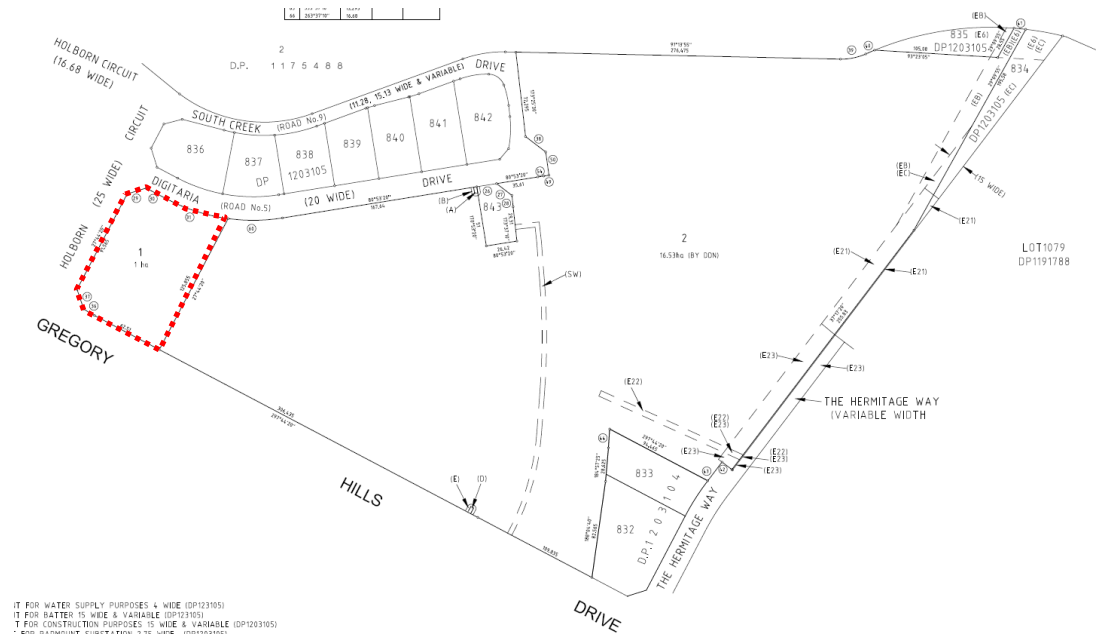


Figure 5 Subdivision Plan for DA 1273/2015, proposed health hub site outlined in red (Source: Burton & Field)

3. Description of the Development

3.1 Overview of the Development

This Development Application (DA) seeks approval for the construction of a new "health hub" on the site comprising a mix of allied health and medical uses, bulky goods premises, and other ancillary uses such as a chemist/dispensary, small complementary retail shops, business premises, two (2) cafes, on-grade parking, site landscaping and tree planting.

As the end users of the development are not yet known for the tenancies, approval is sought for the base building construction, along with the chemist and two (2) cafes. In-principle approval is sought for the generic uses of the other tenancies, including "allied health", retail, business and bulky goods premises. Separate approval will be required for the fit-out and in some cases, the "first use" of the premises. The allied health tenancies are likely to comprise uses such as general practitioner suites, radiology suite and other related medical consulting uses.

Signage will be the subject of a separate DA.

Refer to the Architectural Drawings prepared by AN+A accompanying this SEE for further details, including indicative tenancy layouts.

3.2 Vision

"Health Hub" is a unique concept born from the ever-increasing need for quality healthcare in the Camden LGA.

A visionary approach to healthcare delivery is set to address the issue of an escalating shortage of GPs and medical services in a rapidly evolving area currently experiencing rapid population growth.

The foundations of Health Hub are built on the core values of efficiency, access, quality and care. The hub's quality design and uplifting ambiance offer optimal amenity, ease and comfort for both doctors and patients.

3.3 Future Operational Details

As noted above, separate approval will be required for the fit-out (and in some cases, the "first use") of the proposed tenancies within the base building.

Notwithstanding this, we have provided below indicative arrangements for the uses of the development:

- The hours of operation of the allied health/medical suites, chemist and small retail shops and business premises will operate between the hours of 7:00am and 7:00pm. The bulky goods premises will operate between 9:00am and 7:00pm. Cafes 1 and 2 are envisaged to operate between 7:00am to 10:00pm and 7:00am to 4:00pm respectively.
- The intended end users of the health hub will comprise a range of allied health providers. For example, this could include chiropractors, dieticians, general practitioners (GPs), physiologist, occupational therapist, physiotherapist psychologist, radiology etc. There will not be any "hospital" component to the development. Only day procedures will be undertaken on-site, where the treatment administered will not involve patients becoming non-ambulatory or requiring supervised medical care on the premises for some time after the treatment.

- The intended end users of the small retail and business tenancies will comprise a mix of services that will support, and therefore be ancillary to, the other predominant health services and bulky goods retail on the site. This may include small retail shops/business premises such as a vitamin store, newsagent, health food shop, optometrist and the chemist proposed adjacent to 'Allied Health 4'.
- It is estimated that approximately 30 staff will be on site at any given time.

3.4 Development Statistics

The key statistics and elements of the project are shown in the table below:

TABLE 2: DEVELOPMENT STATISTICS

Element	Proposal
Site Area	Proposed site area of 10,000m ² (proposed "Lot 1" to be created under DA1273/2015)
Gross Floor Area	4,874m ²
Maximum Height	Two (2) storeys, 9 metres maximum
Total Parking	142 car spaces including 7 accessible spaces.

3.5 Site Works

As noted earlier, site preparation works are currently being undertaken pursuant to the specifications of DA 277/2012 for the staged subdivision approval of the Gregory Hills Corporate Park.

The site has been cleared pursuant to DA277/2012 and therefore no trees or vegetation will be removed to facilitate the proposed works.

3.6 Capital Investment Value

The capital investment value (CIV) is estimated at \$14,960,000 (including GST).

Refer to the QS Report prepared by Rider Levett Bucknall accompanying this SEE.

As the CIV exceeds \$5 million, the subject DA will be determined by the Sydney West Joint Regional Planning Panel (JRPP).

3.7 Development Plans and Supporting Documentation

This SEE has been prepared with regard to the architectural drawings prepared by AN+A and the technical reports accompanying this SEE as Annexures.

CPSD has relied on the information in these reports, prepared by professionals in their field, for the preparation of this SEE.

3.8 Pre-lodgement Consultation

A pre-lodgement meeting was undertaken with the Council on 15 July 2015. At that meeting, the Council advised that it was supportive of the proposal, subject to addressing a range of relevant matters. Each of these matters are addressed in the table below.

TABLE 3: PRE-DA MEETING COMMENTS

Issue	Comment
Any DA lodged with Council must clearly state the Capital Investment Value (CIV) of the proposed development.	A QS Report accompanies this SEE confirming the CIV of the proposed development.
A statement of Environmental Effects (SEE) must be submitted with this development application that fully	The subject SEE addresses this requirement.

describes the proposed development and assess it against all relevant environmental planning instruments (EPI) and development control plans applicable to the site.	
The assessment of the proposed development in the SEE must include but not be limited to zoning and permissibility of the State Environmental Planning Policy (Sydney Regional Growth Centres) 2006 and the controls of the Turner Road Development Control Plan 2006. Additionally Part B of the Camden DCP 2011 including waste management, acoustic amenity, signage and car parking will need to be addressed.	The subject SEE addresses this requirement. Signage will be subject to a separate DA.
The SEE must adequately describe the proposed use. This includes details relating to the proposed construction works, ongoing hours of operation, number of staff and patients, access arrangements (parking and emergency or temporary drop off areas) as well as the nature of deliveries to and from the site, particularly those relating to hazardous materials or biological waste. Please confirm the nature of the activities to be carried out and services provided.	This SEE describes the proposed uses and indicative operational details.
Depending upon the nature of the activities proposed an assessment in relation to SEPP No. 33 may be required.	The application does not seek approval for the internal fit-out or operation of the uses. As such, a detailed assessment under the SEPP is not required to undertaken at this stage as no hazardous materials are proposed to be stored utilised within the premises. Therefore, the proposed development is not considered to be hazardous or offensive development as defined by the SEPP.
Clause 4.1E of the Growth Centres SEPP (Appendix 1) may apply in relation to limitations on gross floor area for 'shops' in the B5 zone. This needs to be read in conjunction with section B3, 3.1(5) of the Turner Road DCP. This should be addressed in the DA & SEE where shops are proposed. Approximately 416m2 of shop floor space has been approved on the northern side of Gregory Hills Drive, as part of a development consent for a Bulky Goods Premises at 650 Camden Valley Way, DA958/2014.	Noted. Some ancillary retail uses are proposed within the health hub. Further detail and an assessment of these uses with regard to the relevant SEPP provisions is undertaken in Section 4.9 of this SEE.
The DA and SEE should address the provisions of the Turner Road DCP and in particular the controls for the Turner Road employment Area, section B3. At our meeting we raised with you building design issues, including the need for an active footpath to the development where a zero setback is proposed on Holborn Circuit. Otherwise the DCP requires a 3m landscaped setback where a blank wall is proposed to address the street.	The subject SEE addresses this requirement.
A 'crime prevention through environmental design' (CPTED) assessment should be included with the SEE, including consideration of hours of operation particularly where these are late night and/or 24hours. Details of any proposed security measures (such as fencing, security guards, CCTV) must be provided.	CPTED principles are addressed in this SEE and the design statement prepared by AN+A.
Adequate landscaping must be provided to enhance the proposed development with landscaping design of high quality and consistent with the objectives and controls within the Turner Road DCP.	A generous landscaping scheme is proposed by Moir Landscape Architecture, consistent with the Turner Road DCP provisions. These landscape plans accompany this SEE.
The design, construction, installation and fit-out of the premises should have regard to the Australasian Health Facilities Guidelines and relevant codes and guidelines as required by the Australian Health Practitioner Agency.	Noted, although, we note that approval is not sought for the fit-out of the premises under this DA.
Part B4 of Camden DCP sets out specific control for signage, which should be addressed where signage forms part of the proposed development.	Signage will be subject to a separate DA.
On site parking is required to be provided in accordance with Part B5 of Camden DCP. A detailed car parking assessment should be included with the DA which takes into account the parking requirements for all the proposed uses, and which	A traffic and parking assessment prepared by Mott MacDonald accompanies this SEE. It demonstrates that the proposed parking provision is sufficient to cater for the demands generated by the development.

demonstrates that there will be sufficient parking to service the proposed development.	
<p>It is noted that a Salinity Management Plan and Contamination Report would have been submitted to Council at the subdivision stage, which created the subject lots. Please provide a copy of each of those documents upon lodgement of this DA.</p> <p>Please note that should any of the site conditions have changed, you may require addendum/cover reports to reflect those changes.</p>	Copies of these reports accompany this SEE.
<p>In the instance that playground forms part of the DA, a contamination assessment will be required which demonstrates that the playground area is suitable for its intended use.</p> <p>The rationale for this is that the site would have been investigated to an industrial/commercial standard and would not have anticipated a playground.</p>	The playground has been removed from the DA. Therefore, an updated assessment of the suitability of the site from an contamination perspective is not required. Section 4.4 addresses SEPP 55.
<p>The development will need to demonstrate it can comply with Council's Environmental Noise Policy in relation to potential noise impacts from the proposed development, such as loading docks, mechanical plant and car movements. Pre DA advice was provided in April 2015 for a 100 place child care centre at 13 Holborn Circuit.</p>	An Acoustic Report has been prepared by Atkins Acoustics which accompanies this SEE. The report addresses the acoustic matters for consideration raised by Council at the pre-DA.
<p>1. The following guidelines will be used to assess submitted documents and plans: Engineering Design and Construction Specifications Camden Growth Centre Precincts Development Control Plan</p> <p>2. The DA should clearly identify: Engineering objectives and strategies Perimeter connections of roads and stormwater Impacts to adjoining property Level changes to the site Accurate limits of the proposed works</p> <p>3. A stormwater strategy is required demonstrate and identify: Protection from the impacts of flooding (up to and including the 1% AEP) Freeboard to accommodate the proposed development from adjoining watercourses Efficient and safe conveyance of stormwater in and around the site Controlled rate of discharge relative to pre development conditions Location, type, size/capacity, ownership/dedication of storm water management facilities Water quality objectives</p> <p>4. The road and parking network should demonstrate and identify: Concept geometrical layout Intersection type/layout/configuration Lane widths and verge widths Gradients Parking facilities and dimensions Staging Intended design vehicle.</p>	All of these matters for consideration are addressed in the Civil Engineering Report and plans prepared by Mott MacDonald. These documents accompany this SEE.
<p>The development must comply with the Building Code of Australia. A Building Code of Australia compliance report need not be submitted in the first instance unless the development proposes an alternative solution.</p>	A BCA Report prepared by Steve Watson and Partners accompanies this SEE.
<p>A traffic report, prepared by a suitably qualified traffic consultant, must be submitted with the proposed DA. This report must address the adequacy of vehicular access, i.e. ingress and egress arrangements, car</p>	A traffic and parking assessment has been prepared by Mott MacDonald which accompanies this SEE. The report addresses the matters for consideration raised by Council at the pre-DA.

parking layout, compliant parking space widths, turning circles/manoeuvrability and the impact of the additional traffic to be generated by the proposed development on the existing road system.	
The proposed development will be referred to the NSW Rural Fire Service pursuant to Section 91 of the Environmental Planning and Assessment Act 1979, where the proposal includes a 'special fire protection purpose'.	<p>Whilst part of Lot 8000 is designated as being bushfire prone on the relevant map, this affectation does not extend to the site of the health hub.</p> <p>Further, as the proposal does not comprise a "hospital", it will not be defined as a special protection purpose and a 100B authorisation under the Rural Fires Act 1997.</p>

4. Statutory Planning Considerations

4.1 Overview

The relevant statutory framework considered in the preparation of this report comprises:

- Environmental Planning and Assessment Act, 1979;
- Environmental Planning and Assessment Regulation 2000;
- State Environmental Planning Policy No. 55 - Remediation of Land;
- State Environmental Planning Policy No 33 – Hazardous and Offensive Development (SEPP);
- State Environmental Planning Policy No 20 – Hawkesbury-Nepean River (SEPP);
- State Environmental Planning Policy (Infrastructure) 2007; and
- State Environmental Planning Policy (Sydney Region Growth Centres) 2006 - Appendix 1 Oran Park and Turner Road Precinct Plan.

Where relevant, these controls are addressed below.

4.2 Environmental Planning and Assessment Act 1979

4.2.1 Section 5 Objects

The Environmental Planning and Assessment Act, 1979 (EP&A Act) is the principle planning and development legislation in New South Wales. In accordance with Section 5, the objectives of the Act are:

The objects of this Act are:

(a) to encourage:

(i) the proper management, development and conservation of natural and artificial resources, including agricultural land, natural areas, forests, minerals, water, cities, towns and villages for the purpose of promoting the social and economic welfare of the community and a better environment,

(ii) the promotion and co-ordination of the orderly and economic use and development of land,

(iii) the protection, provision and co-ordination of communication and utility services,

(iv) the provision of land for public purposes,

(v) the provision and co-ordination of community services and facilities, and

(vi) the protection of the environment, including the protection and conservation of native animals and plants, including threatened species, populations and ecological communities, and their habitats, and

(vii) ecologically sustainable development, and

(viii) *the provision and maintenance of affordable housing, and...*"

For the reasons set out below, the proposed development satisfies the above stated objects of the Act:

- The proposed development will promote the social and economic welfare of the local community through the provision of high-quality development comprising a highly compatible mix of uses in an accessible location identified for employment and business generation;
- Creation of additional jobs during the construction and operation of the proposed development;
- The proposal will result in the orderly and economic use and development of land as the site is of an appropriate size, location and land use zoning to enable the development;
- Appropriate utility services will be available once the relevant works for the Gregory Hills Corporate Park are finalised; and
- There will be no unreasonable adverse impacts on the environment.

4.2.2 Section 79C Evaluation

Section 79C (1) of the Environmental Planning and Assessment Act, 1979 ("the Act") specifies the matters which a consent authority must consider when determining a DA.

The relevant matters for consideration under Section 79C of the Act are addressed in the Table below.

TABLE 3: SECTION 79C(1)(A) CONSIDERATIONS

Section	Comment
Section 79(1)(a)(i) Any environmental planning instrument	Consideration of relevant instruments is discussed in the remaining parts of Section 4 below.
Section 79C(1)(a)(ii) Any draft environmental planning instrument	N/A
Section 79C(1)(a)(iii) Any development control plan	Consideration of relevant the development control plan is discussed in Section 5.1.
Section 79C(1)(a)(iiia) Any planning agreement	Not relevant to this application.
Section 79C(1)(a)(iv) Matters prescribed by the regulations	Refer to Section 4.3.
Section 79C(1)(a)(v) Any coastal zone management plan	Not relevant to this application.
Section 79C(1)(b) - (e)	Refer to Section 6.

4.2.3 Section 91 Integrated Development

This Section of the Act defines "Integrated Development" as matters which require consent from Council and one or more approvals under related legislation. In these circumstances, prior to granting consent Council must obtain from each relevant approval body their General Terms of Approval (GTA) in relation to the development.

Whilst part of Lot 8000 is bushfire prone, this affectation does not extend to the subject site. Further, the proposed development will not comprise a hospital and is therefore not defined as a "special fire protection purpose". To this end, an authorisation under Section 100B of

the Rural Fires Act 1997 will not be required and the subject DA is therefore not classified as "Integrated Development".

4.3 Environmental Planning and Assessment Regulation 2000

In accordance with Clause 98 of the Regulation, all building work will be carried out in accordance with the provisions of the Building Code of Australia.

4.4 State Environmental Planning Policy No 55 - Remediation of Land

State Environmental Planning Policy No. 55 – Remediation of Contaminated Lands (SEPP 55) establishes State-wide provisions to promote the remediation of contaminated land.

The policy states that land must not be developed if it is unsuitable for a proposed use because it is contaminated. If the land is unsuitable, remediation must take place before the land is developed. The policy makes remediation permissible across the State, defines when consent is required, requires all remediation to comply with standards, ensures land is investigated if contamination is suspected, and requires Councils to be notified of all remediation proposals. The Managing Land Contamination: Planning Guidelines were prepared to assist councils and developers to determine when land has been at risk.

Clause 7 of the SEPP 55 requires that a consent authority must not grant consent to a development if it has considered whether a site is contaminated, and if it is, that it is satisfied that the land is suitable for the proposed use.

A Phase 2 Contamination Assessment was previously considered for the site during the assessment of the subdivision DA 277/2012. The Phase 2 Contamination Assessment confirmed that there were no areas of environmental concern or remediation works required.

It is therefore considered that the site is suitable for the intended use.

A copy of the Phase 2 Contamination Assessment prepared by Douglas Partners accompanies this SEE. A copy of updated advice from Douglas Partners also accompanies this SEE which confirms that bulk filling on the site has been carried out in accordance with AS 3798-2007 *Guidelines on earthworks for commercial and residential developments*.

4.5 State Environmental Planning Policy No 33 – Hazardous and Offensive Development (SEPP)

The SEPP requires an assessment of whether the proposed development stores or requires the transport of dangerous goods above screening thresholds that are prescribed in the SEPP. If any of the SEPP's thresholds are breached, a determination must be made as to whether the proposed development is hazardous or offensive by considering the measures proposed to reduce the impact of the dangerous goods, including set backs from the site boundaries, in accordance with the SEPP. The subject application does not seek approval for the internal fit-out or operation of the proposed medical uses. As such, a detailed assessment under the SEPP is not required to be undertaken at this stage as no hazardous materials are proposed to be stored or utilised within the premises. Based on the above, the proposed development is not considered to be hazardous or offensive development as defined by the SEPP.

4.6 Deemed State Environmental Planning Policy No 20 – Hawkesbury-Nepean River (SEPP)

The proposed development is consistent with the aim of the SEPP (to protect the environment of the Hawkesbury-Nepean River system) and all of its planning controls. There will be no detrimental impacts upon the Hawkesbury-Nepean River system as a result of the proposed development. Appropriate erosion and sediment control measures are proposed that will provide protection for the river system during the construction of the proposed development. These measures are documented in the Civil Engineering Report and plans prepared by Mott MacDonald which accompanies this SEE.

4.7 State Environmental Planning Policy (Infrastructure) 2007

4.7.1 Clause 104 - Traffic-generating development

The Infrastructure SEPP includes provisions for development with a frontage to a classified road and roads with an annual daily traffic volume of more than 40,000 vehicles (based on RTA data) and also requires specifies types of traffic generating development to be referred to Roads and Maritime Services (RMS).

None of the capacity threshold triggers in Column 2 of Schedule 3 of the Policy is exceeded. Therefore, the proposal will not constitute "traffic generating development".

4.8 State Environmental Planning Policy (Sydney Region Growth Centres) 2006 - Appendix 1 Oran Park and Turner Road Precinct Plan

This SEPP is the primary Environmental Planning Instrument (EPI) that applies to the site/development.

Consideration of the relevant provisions of the SEPP is undertaken below.

4.8.1 Land Use Zoning

As can be seen in the figure below, the site is zoned B5 Business Development.

South West Growth Centre
Land Zoning Map
Sheet LZN_009

LEGEND

Zone

- B1 Neighbourhood Centre
- B2 Local Centre
- B3 Commercial Core
- B4 Mixed Use
- B5 Business Development
- B7 Business Park
- E1 Environmental Conservation
- E3 Environmental Management
- E4 Environmental Living
- IN1 General Industrial
- IN2 Light Industrial
- R1 General Residential
- R2 Low Density Residential
- R3 Medium Density Residential
- RE1 Public Recreation
- RE2 Private Recreation
- RU1 Transition
- SP2 Infrastructure

Original SEPP Zones

- Public Recreation - Regional

Growth Centre Boundaries

- South West Growth Centre Boundary
- South West Growth Centre Precinct Boundary

Cadastre

- Cadastre © 15/10/2013 NSW LPI

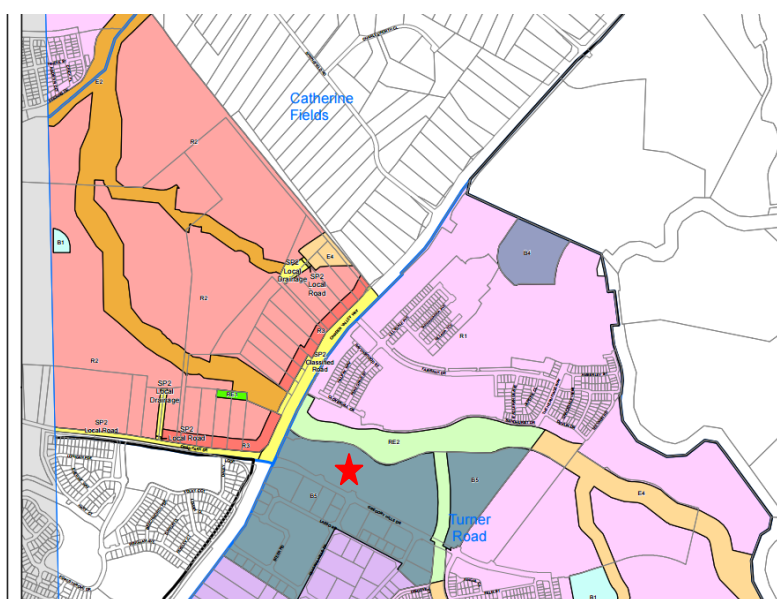


Figure 6 Zoning Map Extract (Source: SEPP Growth Centres LZN_009)

Clause 2.3(2) of the Growth Centres SEPP states 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 objectives of the B5 zone are below:

- (a) *To enable a mix of business and warehouse uses and specialised retail uses that require a large floor area, in locations that are close to, and that support the viability of, centres.*
- (b) *To provide for a wide range of employment generating development.*
- (c) *To provide for a mix of ancillary uses to support the primary function of providing employment generating development.*
- (d) *To maintain the economic strength of centres by limiting the retailing of food, clothing and convenience shopping.*
- (e) *To provide for a range of uses, including recreational uses and function centres, that complement other permissible employment generating land uses within the zone.*

The proposed development is consistent with the above objectives in that: -

- The proposal includes a wide ranging mix of compatible and employment generating uses on the site;
- The proposal also includes a series of ancillary uses to support the primary functions of development on the site which is for health-related and bulky goods purposes;
- The primary purpose of the development will be health services, complimented by small-scale ancillary retail, business and food and drink premises that provide appropriate services to the population drawn by the broader health hub and corporate park.
- The proposal maintains the economic strength of the Regions centres by ensuring that where retail is included, it is small-scale and ancillary to the primary use of the health hub.

4.8.2 Permissibility

The proposed development comprises a mix of allied health and bulky goods premises, combined with ancillary uses. The development is therefore defined as a "*mixed use development*". A "*mixed use development*" is defined as "*a building or place comprising 2 or more different land uses*".

The uses proposed within the "*mixed use development*" include allied health uses, which are defined in the SEPP as a "*medical centre*", and "*bulky goods premises*". There are other small-scale retail, business and food and drink premises proposed that will be ancillary to the wider health and bulky goods uses. Pursuant to the bolded text in the land use table below, all of these uses are permitted with consent in the B5 zone.

2 Permitted without consent

Nil

3 Permitted with consent

*Light industries; Vehicle body repair workshops; Vehicle repair stations; **Any other development not specified in item 2 or 4***

4 Prohibited

Agriculture; Airports; Airstrips; Amusement centres; Attached dwellings; Biosolid waste applications; Boarding houses; Caravan parks; Correctional centres; Dairies (pasture-based); Depots; Dual occupancies; Dwelling houses; Extractive industries; Farm buildings; Freight transport facilities; Group homes; Hazardous storage establishments; Helipads; Heliports; Home occupations (sex services); Hostels; Industries; Liquid fuel depots; Materials recycling or recovery centres; Mines; Multi dwelling housing; Offensive storage establishments; Office premises; Residential flat buildings; Restricted premises; Restriction facilities; Roadside stalls; Rural industries; Rural workers' dwellings; Sawmill or log processing works; Semi detached dwellings; Seniors housing; Sex services premises; Shop top housing; Stock and sale yards; Tourist and visitor accommodation (other than hotel or motel accommodation); Transport depots; Truck depots; Warehouse or distribution centres; Waste disposal land fill operations; Waste management facilities; Wholesale supplies

4.8.3 Shops—Turner Road Precinct

Clause 4.1E includes restrictions with regard to the permitted gross floor area for "shops" in the Turner Road Precinct, stating as follows:

(1) The total area used for shops on all land within Zone B5 Business Development in the Turner Road Precinct must not exceed 2,500m².

(2) The total area used for shops in a particular development for that purpose on land within Zone B5 Business Development in the Turner Road Precinct must not exceed 500m².

Whilst the small-scale retail premises in the proposed development are to be ancillary and complementary uses, if they were to be treated as stand-alone uses, the total quantum of floor area would equate to less than the 500m² "cap" pursuant to Clause 4.1E. The 2,500m² cap for the B5 land in the Precinct would also not be exceeded.

4.8.4 Height of Buildings

There is no maximum height prescribed for the site on the height of buildings map in the SEPP (refer to the figure below).

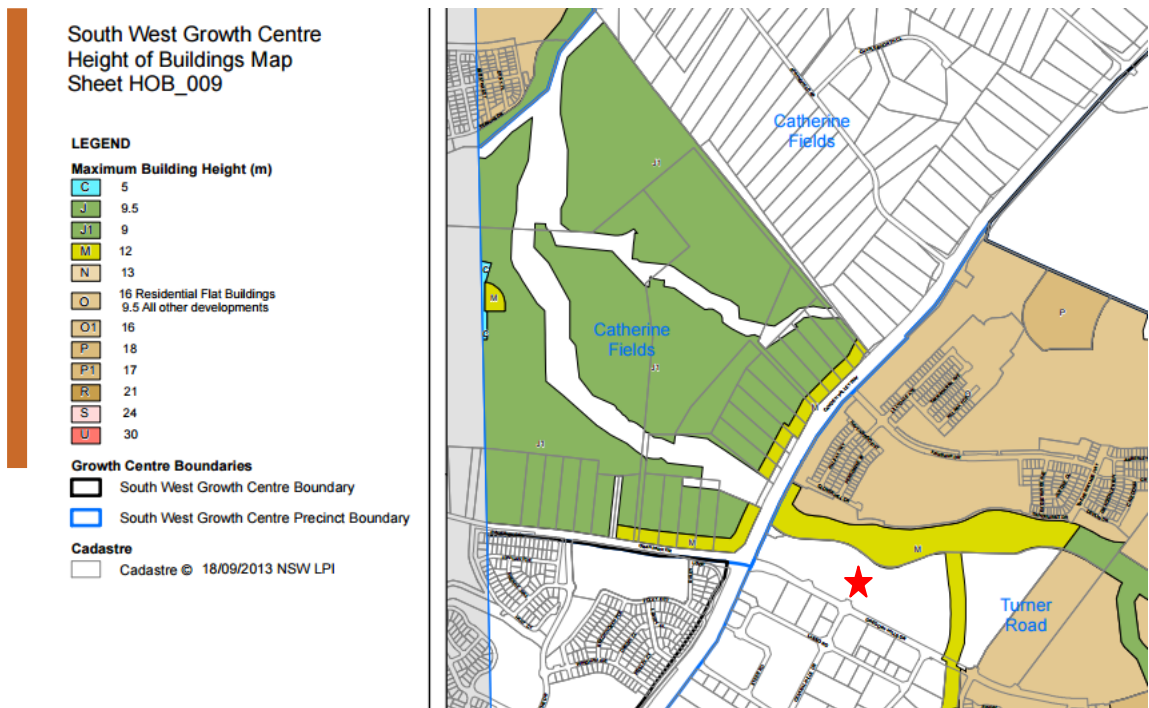


Figure 7 Height of Buildings Map Extract (Source: SEPP Growth Centres HOB_009)

However, subclause (5) of Clause 4.3 of the SEPP states as follows:

*(5) The consent authority may grant development consent for development on land within **Zone B5 Business Development** or **Zone IN1 General Industrial**, **that does not exceed 15 metres in height above finished ground level, if the land has frontage to Badgally Road, Camden Valley Way, the Northern Road or East West Road** (as shown in the Oran Park Precinct Development Control Plan or the Turner Road Precinct Development Control Plan), or to land within **Zone RE1 Public Recreation** or **Zone RE2 Private Recreation**.*

The proposed development does not exceed 15 metres in height above the finished ground level of the site and therefore complies with Clause 4.3(5).

4.8.5 Floor Space Ratio

There is no maximum FSR prescribed for the site on the FSR map in the SEPP (refer to Figure 7 below). There are no objectives or relevant Clauses applicable to the site's FSR in the SEPP.

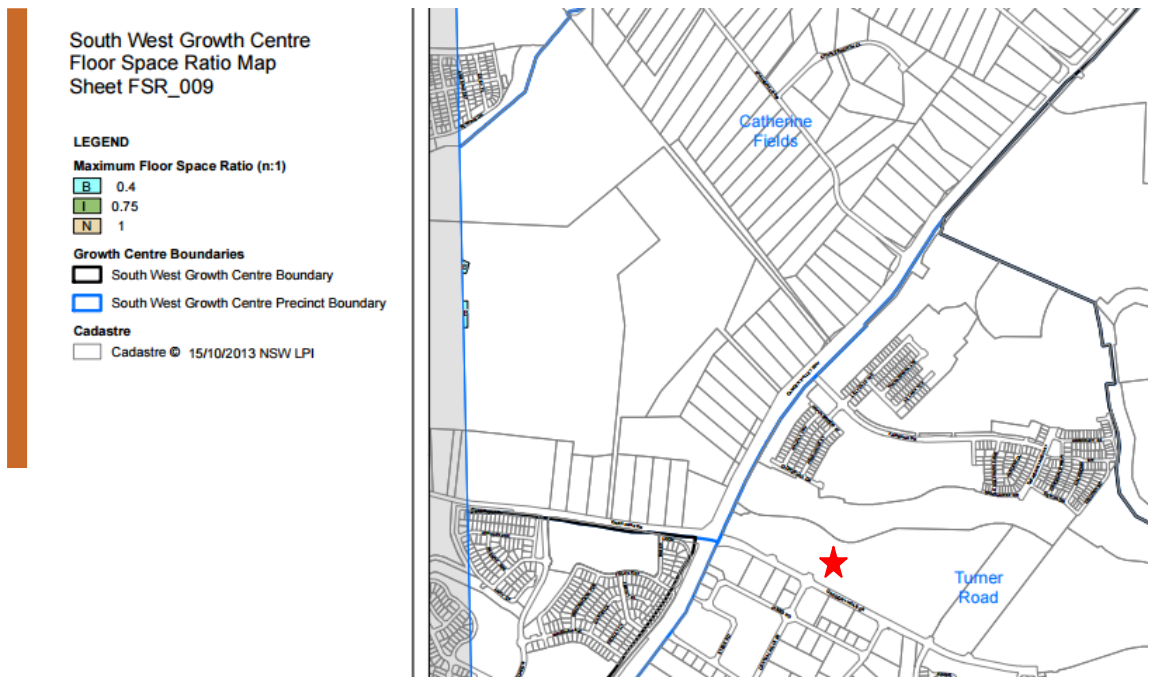


Figure 8 FSR Map Extract (Source: SEPP Growth Centres FSR_009)

4.8.6 Special Areas

Clause 6.6 of the SEPP applies to development in "Special Areas". The site is located in the Turner Road Employment Area as per the map extract below.

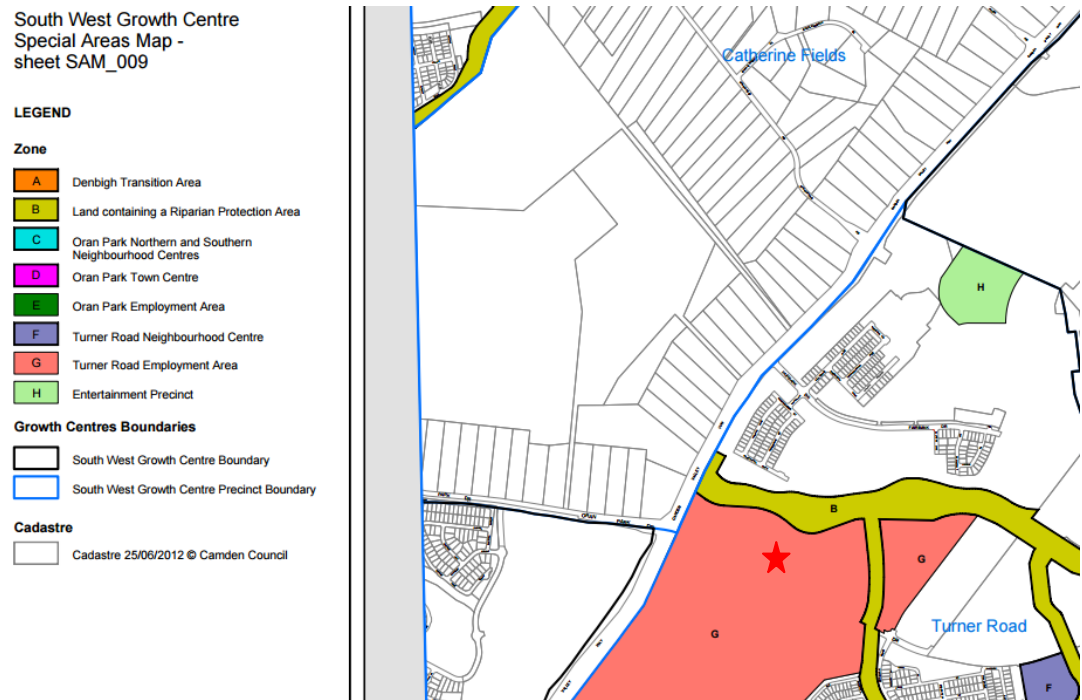


Figure 9 Special Areas Map Extract (Source: SEPP Growth Centres SAM_009)

Subclause (2) states,

"The consent authority must not grant development consent for development on land in a special area unless a development control plan that provides for detailed development controls has been prepared for the land".

A site specific DCP has been prepared for the area in Appendix B3 of the Turner Road DCP 2007 and is considered as part of Section 5.1 of this SEE.

4.8.7 Heritage

The site is not listed as a heritage item, in a conservation area or within the vicinity of a heritage item as seen in Figure 9 below. Thus the provisions and objectives of Clause 5.10 are not applicable to this proposal.

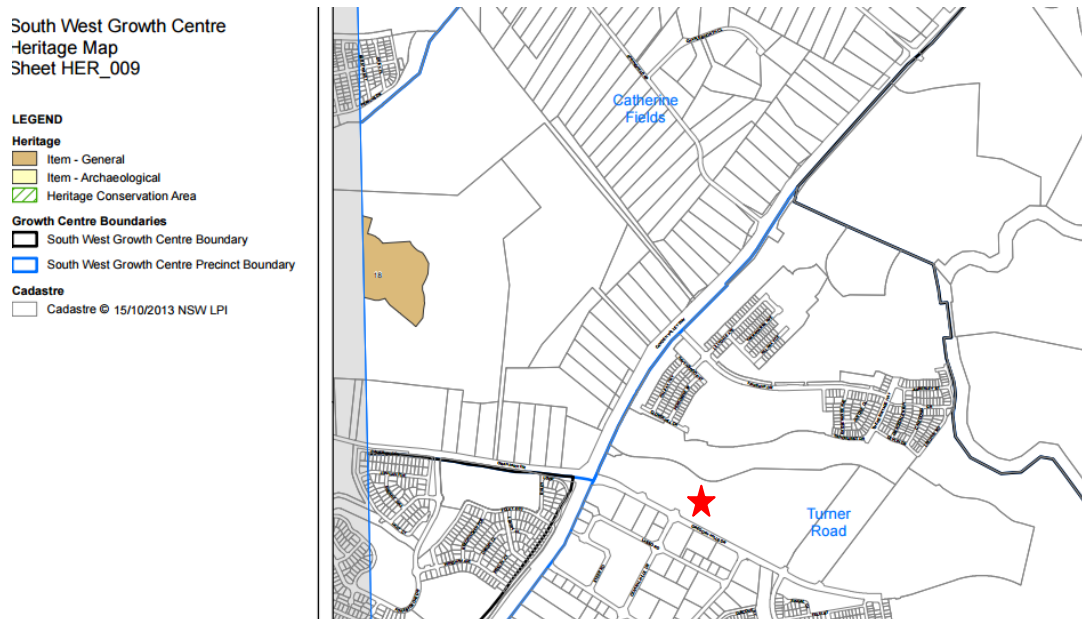


Figure 9: Heritage Map Extract (Source: SEPP Growth Centres HER_009)

4.8.8 Public Utility Infrastructure

Clause 6.1 of the SEPP states that *"the consent authority must not grant development consent to development on land to which this Precinct Plan applies unless it is satisfied that any public utility infrastructure that is essential for the proposed development is available or that adequate arrangements have been made to make that infrastructure available when required"*.

As a part of the subdivision works for the GHCP, utilities including sewer, water, electrical and telecommunications are being constructed. As confirmed by Mott MacDonald in the Civil Engineering Report, as a part of these works, connections will be provided to the site.

5. Non-Statutory Considerations

5.1 Turner Road Development Control Plan 2007 (Amendment 8)

Consideration of compliance and/or consistency with the relevant provisions within the Turner Road Development Control Plan (TRDCP) 2007 is undertaken in the Table of Compliance (ToC) prepared by CPSD at Appendix 1. The ToC shows that the proposed development generally demonstrates compliance with the relevant provisions of the TRDCP, or complies with intent.

The following parts of the TRDCP are relevant to this proposal:

- Part A: Precinct Wide DCP.
 - 2.0 The Turner Road Precinct.
 - 3.0 Access and Movement.
 - 4.0 Open Space and Community Facilities.
 - 6.0 Environmental Management.
 - 8.0 Amenity and Environmental Management.
- Part B: Site Specific DCPs.
 - B3 Controls for the Turner Road Employment Area.

The proposal largely complies with the TRDCP with the exception of a minor technical variation to the setback to Holborn Circuit. The TRDCP states that a zero setback is permitted where an active frontage is proposed. Where a blank wall is proposed to address the street, the TRDCP requires a landscaped setback of no less than 3 metres. In both instances, the Growth Centres SEPP envisages a building up to 15 metres in height.

For operational reasons, due to the sensitive nature of the future medical uses, it is not possible to provide extensive glazing for the full facade for activation. However, the proposed development has been designed to achieve a good balance between facade activation, setbacks landscape screening and visual massing, with the proposed main building fronting Holborn Circuit approximately 9 metres in height, with a 1.5 metre street setback and a facade that is "activated" through a use of a variety of building materials. The Holborn Street facade has also been designed to provide visual interest through articulation and vertical steel cable wire with vines to visually soften the building and create a green wall. Tall narrow tree planting is also proposed to vertically soften the building facade. On this basis, a full 3 metre street setback to Holborn Street is not considered to be necessary as the objectives of the setback controls are satisfied.

Refer to the ToC at Appendix 1 for a full assessment of the proposal with regard to the relevant provisions of the TRDCP.

5.2 Camden Development Control Plan 2011

Consideration of compliance and/or consistency with the relevant provisions within the Camden Development Control Plan (CDCP) 2011 is provided in the Table of Compliance (ToC) prepared by CPSD appended at Appendix 1. The ToC shows that the proposed development generally demonstrates compliance with the relevant provisions of the DCP, or is consistent with their intent.

The following parts of the CDCP are relevant to this proposal:

- Part B: General Land Use Controls.
 - B1 Environmental Management.
 - B2 Landscape Design.
 - B5 Access and Parking.
- Part D: Controls Applying to Specific Land Uses/Activities.
 - D3.2 General Controls Applying to all Business Zone Area.

The proposal generally complies with all relevant provisions in the CDCP with the exception of a minor variation of off-street parking rates. However, the proposed variation is considered to be acceptable on the basis of the detailed assessment undertaken by Mott MacDonald in the traffic and parking assessment that accompanies this SEE. In summary, a merit-based approach is taken to determining the parking requirements for the development. This approach considers the effects of clustering and ancillary uses. As set out in the assessment undertaken by Mott MacDonald, *"the justification for a reduction in parking is due to the nature of the Health Hub, which shares facilities, offers complimentary uses and generates peak traffic over different time periods to the other anchor tenant. The ability of the site to contain travel through accommodating multi-purpose trips within the site is supported by its proximity to its surrounding catchment, and the future quality of public transport services along Gregory Hills Drive"*. A key benefit of this approach, as opposed to strict compliance with the DCP rates for each "isolated" land use, is it allows for excessive on-site parking and associated traffic generation to be managed. Therefore, the proposed variation to the CDCP parking rates are justified and acceptable in the circumstances of this case. Refer to the complete report prepared by Mott MacDonald at Appendix 8 for further detail.

6. Environmental Impact Assessment

6.1 Overview

This section identifies and assesses the impacts of the development with specific reference to the heads of consideration under Section 79C of the Act.

6.2 Context and Setting

The context and setting of the development site is described in Section 2 of this SEE. This proposal will have a satisfactory relationship with both its local and regional context for the following reasons:

- Contextually, the proposal provides a range of uses to generate business and employment in Gledswood Hills whilst not challenging the viability of nearby centres.
- The proposal provides an appropriate mix of land uses to meet the daily needs of the growing residential population within the South West Growth Centre and specifically Gledswood Hills.
- The setting and scale of the proposal are provided in accordance with the existing built environment of the locality. Maintaining a low density urban environment with high quality landscaping provided in suitable locations and integrated with the architectural design of the proposed development.

Site planning and building design has also been formulated with due regard to limiting adverse impacts for adjacent sites, as follows:

- The proposal is fully compliant with the design controls specified for the particular site under the Growth Centres SEPP and provides a built form with a maximum height of 9 metres that will have minimal impact on adjoining properties. A variation in building height is also proposed to provide visual interest and mitigate bulk and scale.
- The proposal offers an architectural design that positively responds to the site's location, providing a diverse mixture of uses that integrate and do not compete with land uses currently approved/proposed on adjoining sites.
- The proposed site layout offers the opportunity to provide a cohesive vehicular link between the subject site and the vacant lot to the east of the site. This can be seen below.

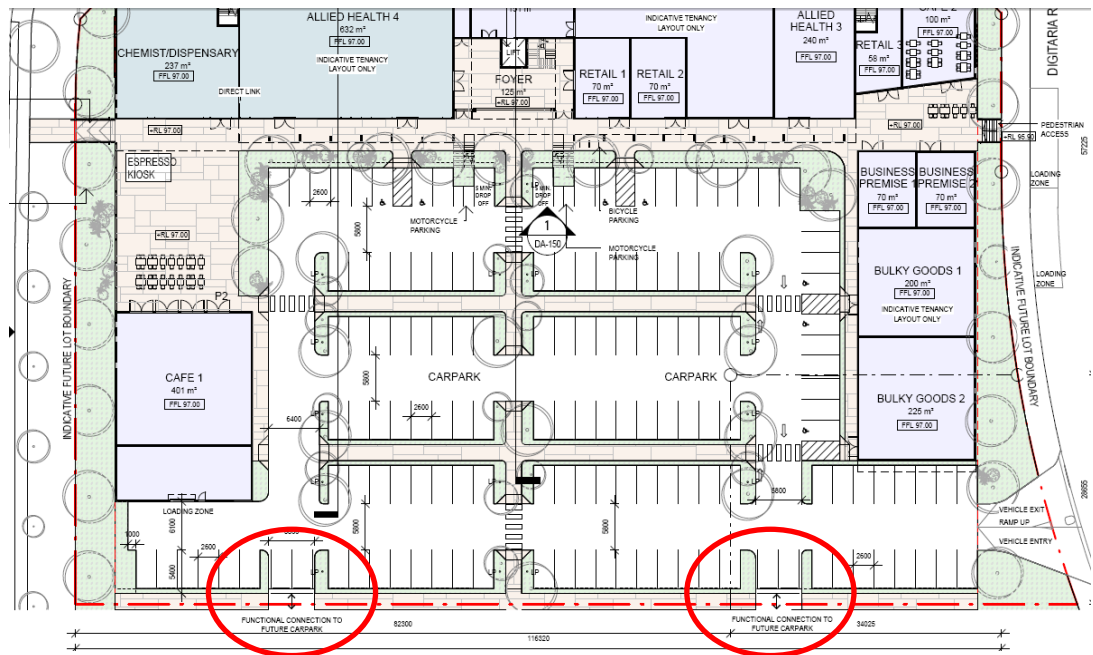


Figure 10 Extract of the site plan, future potential functional vehicular connections to adjacent site to the east circled in red (Source: AN+A)

Finally, we note the Land and Environment Court planning principle on “compatibility with context” as established in *Project Venture Developments v Pittwater Council*. In order to test whether a proposal is compatible with its context, the principle nominates two questions to be considered. These matters, and our response, are provided below:

Are the proposal’s physical impacts on surrounding development acceptable? The physical impacts include constraints on the development potential of surrounding sites.

Response:

Physical impacts are minimised given:

- Site works are limited to avoid unnecessary alteration of the ground profile outside the building footprint;
- Suitable arrangements will be in place for the collection and disposal of stormwater;
- Arrangements for vehicle access, and traffic generation, will not compromise safety for road users, and will not reduce the efficiency of the local road network;
- The design and location of the development will not preclude surrounding land from being developed in accordance with planning controls; and
- The proposal will not generate noise that would be to the detriment of adjacent and surrounding sites.

Is the proposal’s appearance in harmony with the buildings around it and the character of the street?

The site is located within an area undergoing transformation from traditional grazing land to a range of business development, bulky goods and associated uses. Whilst there are approved/proposed developments within proximity to the site, these developments are either under construction or construction has not yet commenced. To this end, it is difficult

to assess the proposal's appearance in terms of its "harmony" with the surrounding buildings and character of the area.

However, we note that the proposal provides a high quality, low scale built form that is an appropriate outcome for the site and an appropriate response to the relevant controls prescribed in the Growth Centres SEPP and TRDCP.

6.3 Built Environment

6.3.1 Height, Bulk and Scale

In order to minimise visual bulk and maintain a scale of development consistent with the desired future character for the site and surrounds, the design of the proposed development incorporates the following features:

- The development complies with the maximum 15 metre building height prescribed under the Growth Centres SEPP for the site;
- The height of buildings vary from single and two (2) storeys to provide variation in built form and to minimise massing;
- External building facades are articulated and a range of materials and finishes are proposed to further modulate the facades and reduce massing; and
- Adequate setbacks, lush perimeter landscaping and a "green wall" to the primary western elevation further assist in softening the built form and providing visual interest.

6.3.2 Solar Access/Overshadowing

There are no residential or other sensitive uses directly within proximity to the site that would be overshadowed by the proposed development.

6.3.3 Privacy

There are no residential or other sensitive uses directly within proximity to the site that would be impacted by the development by way of privacy.

6.3.4 Building and Construction

Compliance with the BCA will be demonstrated with the Construction Certificate documentation (see the BCA Report prepared by Steve Watson and Partners accompanying this SEE).

A Construction Management Plan will be prepared by the appointed Contractor, once the terms of any approval granted by Council are known. Accordingly it is anticipated that Council will include appropriate conditions within any consent notice requiring the preparation and approval of a CMP prior to works commencing.

6.4 Natural Environment

6.4.1 Salinity

A Salinity Investigation and Management Plan was prepared for the site as a part of the subdivision and associated works for the wider (previous) Lot 701. Salinity issues were addressed during the assessment and approval of DA 277/2012. Any management

strategies in the Plan relevant to the site will be implemented as a part of the construction of the proposed development.

6.4.2 Flora and Fauna

The existing physical condition of the site is such that it does not have any ecological attributes which, if lost, would impact upon any threatened species, population, ecological community or habitat.

6.4.3 Landscaping and Tree Planting

A generous landscape scheme is proposed for the development including perimeter landscaping, tree planting within the internal areas of the carpark to provide shade, mass planting of hedges and grasses within "water sensitive urban design" (WSUD) garden beds, ground covers, accent planting and a green wall is proposed to the western facade of the main building fronting Holborn Circuit.

Whilst not detailed in the landscape scheme, all outdoor lighting will comply with AS 1158 and AS 4282. We anticipate that a condition to this effect will be implemented in any consent for the development.

6.4.4 Water Management

Section 3.5 of the Civil Engineering Report prepared by Mott MacDonald and accompanying this SEE sets out the stormwater management strategy for the development.

In summary, drainage is proposed to collect runoff from the carpark and building areas discharging via a detention tank into the proposed external mains system in Digitaria Drive.

Refer to the report and accompanying concept stormwater plan prepared by Mott MacDonald for further detail.

6.4.5 Water Quality

A MUSIC (Version 6) model was created for the site to ensure the treatment measures provided onsite achieve the pollutant removal objectives as set by Camden Council. The results of the MUSIC model are included in the Civil Engineering Report prepared by Mott MacDonald, as follows:

"According to the results of the MUSIC analysis the water quality treatment train provided will provide adequate treatment for the proposed development runoff from the proposed development in accordance with the water quality targets as set out by Camden Council."

6.4.6 Soil Management

Refer to Section 4.4 for the SEPP 55 assessment with regard to potential soil contamination.

Also refer to the erosion and sediment control plan prepared by Mott MacDonald accompanying this SEE which provides measures to ensure the development provides appropriate soil management and sedimentation control.

6.4.7 Air and Microclimate

Some dust is anticipated during the construction period, particularly given demolition and excavation is involved. This impact can be managed through measures such as wetting down work areas/stockpiles, stabilising exposed areas, preventing material tracking out onto public roadways, covering loads on all departing trucks and working to weather conditions. The proposal is otherwise not expected to give rise to any long term or adverse impacts on local or regional air quality.

A CMP will be provided by the main Contractor, once appointed, prior to the issue of the Construction Certificate.

The proposal is otherwise not expected to give rise to any long term or adverse impacts on local or regional air quality.

6.4.8 Noise & Vibration

An acoustic assessment has been undertaken by Atkins Acoustic and the findings are presented in a Noise Assessment Report accompanying this SEE. The report addresses the relevant requirements of the CDCP and Council's Environmental Noise Policy. The report considers ambient background noise, identifies noise assessment goals, assesses noise emitted from mechanical plant and noise exposure from road traffic and if required recommends noise mitigation measures. The report also notes that the noise environment across much of the Precinct will vary considerably in the future as development progressively occurs and road traffic increases. Extracts of the key findings of the report are below:

- *"With respect to mechanical plant preliminary noise modelling has demonstrated that with appropriate selection and design detailing it is considered reasonable and feasible to control plant and equipment noise to levels that satisfy the recommended assessment goals of 55dBA for the [proposed] childcare facility [to the north of the site], and 60dBA at nearby commercial property boundaries. It is recommended that during the detail design phase of the project, investigations be undertaken to ensure that plant selections and plant noise emissions satisfy the recommended assessment noise goals".*
- *"Noise modelling for the projected additional road traffic on Gregory Hills Drive has shown that the proposal would increase predicted future traffic noise levels by 0.05dB. An increase of 1dB would be described minimal and in terms of traffic noise not normally be perceived."*
- *"Modelling of road traffic noise from Diagitaria Road has shown that the predicted external level for the proposed childcare facility of 54dBA satisfies the RNP external criterion (55dBA) and Council's Noise Policy daytime criterion (60dBA)."*

Subject to reviewing plant selection during the detailed design phase of the project to ensure recommended noise criteria are met, we are satisfied that the proposed development will not result in any adverse acoustic impact.

6.5 Movement and Access

6.5.1 Car Parking

A detailed parking assessment has been undertaken in the traffic and parking report, prepared by Mott MacDonald and accompanying this SEE. This report identifies Council's parking requirements for the site and proposed land uses as 159 spaces based on an isolated land use appraisal. However, this approach is not considered to be appropriate given the nature of the health hub and the fact that many of the uses within the

development are ancillary and therefore, the "clustering" effect should be applied. This is an approach adopted by Mott MacDonald and determined to be acceptable from a merit perspective. Adopting this approach results in a determined parking requirement of 134 car parking spaces. The proposal includes 142 car parking spaces, thereby complying with the demand analysis undertaken by Mott MacDonald.

The proposal also provides 7 disabled parking spaces (of the total 142), 5 bicycle spaces and 4 motorcycle spaces, exceeding the respective requirements in the CDCP.

6.5.2 Traffic

A detailed assessment of the traffic impact of this proposal has been undertaken in the traffic and parking report, prepared by Mott MacDonald and accompanying this SEE. This statement concludes that the proposed traffic generated by the development is unlikely to impact on network operations along the surrounding road network.

6.5.3 Servicing

The Architectural Drawings prepared by AN+A accompanying this SEE, identify three (3) loading zones within the site (refer drawing number DA-001 Site Analysis Plan). These loading zones are located;

- Along the western frontage to Holborn Circuit;
- Along the northern frontage to Digitaria Road; and
- Adjacent to Cafe 1 in the south eastern corner of the site.

The appropriateness of these proposed loading areas and access points is discussed in the traffic and parking report prepared by Mott MacDonald and accompanying this SEE, with the relevant concluding extract provided below:

"The proposed loading zones will be designed to accommodate an 8.8m service truck and allow for a truck to enter and exit the site and associated kerbside loading zones in a forward direction as indicated in Appendix B.

The design of the indented loading zone on Holburn Circuit is subject to detail design and will act as a pedestrian plaza outside of loading zone time periods.

The design of the area will ensure that a separated path of travel for pedestrians can be obtained when the loading zone is occupied and will be designed to comply with the Camden Council DCP and AS2890."

6.5.4 Waste Management

Demolition and Construction Waste

The head contractor will be responsible for removing all construction-related waste offsite in a manner that meets all authority requirements. A separate Construction Waste Management Plan (CWMP) to address these issues will be submitted as part of the CMP prior to the issue of a Construction Certificate. A preliminary CWMP has been prepared by CYRE, which accompanies this SEE.

Operational Waste

As the end users of the development are not yet known, only a preliminary operational waste management plan has been prepared by CYRE and accompanies this SEE.

Waste will be collected from a centralised waste storage area located within the central part of the main building fronting Holborn Circuit. The waste store is recessed from the external facade of the building and fully enclosed to mitigate any adverse visual streetscape impact.

6.5.5 Accessibility

We understand that the proposal has been designed to ensure compliance with the relevant disabled access requirements of the BCA and the relevant Australian Standards.

6.6 Site Suitability

6.6.1 Geotechnical

No excavation is proposed. A geotechnical report is therefore considered to be unnecessary and was not requested by Council in the Pre-DA Advice.

6.6.2 Contamination

Refer to Section 4.4 for the SEPP 55 assessment.

6.6.3 Bushfire

A part of Lot 8000 is identified as Bush Fire Prone Land by Council. However, this affectation does not directly extend to the health hub site and therefore, the bushfire prone land designation is technical in nature. Further, in the assessment of the subdivision DA for the wider GHCP, there was no asset protection zone noted as being required for the health hub site.

Given the proposal does not comprise a special protection purpose, a 100B authorisation under the Rural Fires Act 1997 is not required.

6.6.4 Flooding

Although the wider GHCP was flood affected, following the approval of DA 277/2012, each allotment was provided with nominated building pad levels. The Civil Engineering Report prepared by Mott MacDonald confirms that the site grading has been undertaken with consideration to optimising the earthworks and providing flood protection freeboard to the proposed buildings.

6.6.5 Services and Utilities

As set out in Section 4.9.9, as a part of the Stage 3 works of the GHCP, utilities including sewer, water, electrical and telecommunications are being constructed. As confirmed by Mott MacDonald in the Civil Engineering Report, as a part of these works, connections are to be provided to the site.

6.6.6 Conclusion

The suitability of the land to accommodate a building of this type and scale was established by the zoning of the land as B5 Business Development under the Growth Centres SEPP. The proposal is generally consistent with the controls prepared under the Growth Centres SEPP, the TRDCP and the CDCP for the site and where any variation is proposed, adequate justification is provided and a better planning outcome ensues.

The site is not affected by any policy that restricts development because of the likelihood of land slip, bush fire, tidal inundation, subsidence, acid sulphate soils or any other risk.

6.7 Social and Economic Effects

6.7.1 Social

A detailed study conducted by Health Projects International (HPI) in May 2015 found that in the next 10 years there would be a shortage of 131 GPs. The unmet demand for GP consultation period will grow from 72,000 in 2016 to over 100,000 in 2021. The proposed health hub will address this growing demand for health services in the surrounding Gledswood Hills area and wider Camden LGA.

The proposed Health Hub will promote quality medical care and wellbeing with all amenities provided in one destination offering unrivalled convenience with adequate parking. A gateway location enhanced by access to a network of major arterial roads that service the south-western region and excellent public transport links create a true nucleus that will result in a clear public benefit.

6.7.2 Crime and Safety

Crime Prevention through Environmental Design (CPTED) is a crime prevention strategy that focuses on the planning, design and structure of cities and neighbourhoods. Such a strategy seeks to reduce opportunities for crime by using design and place management principles that reduce the likelihood of essential crime ingredients (law, offender, victim or target, opportunity) from intersecting in time and space. CPTED seeks to influence the design of buildings and places by:

- Increasing the perception of risk to criminals by increasing the possibility of detection, challenge and capture;
- Increasing the effort required to commit crime by increasing the time, energy or resources which need to be expended;
- Reducing the potential rewards of crime by minimising, removing or concealing 'crime benefits'; and
- Removing conditions that create confusion about required norms of behaviour.

The four (4) principles of CPTED to minimise the opportunity for crime are:

- Surveillance: This principle provides that crime targets can be reduced by effective surveillance, both natural and technical.
- Access Control: This principle provides that barriers to attract/restrict the movement of people minimises opportunities for crime and increases the effort required to commit crime.
- Territorial Reinforcement: This principle provides that well-used places reduce opportunities for crime and increase risk to criminals.
- Space Management: This principle provides that space which is appropriately utilised and well cared for reduces the risk of crime and antisocial behaviour.

A design statement has been prepared by AN+A which demonstrates how the proposal adopts the four (4) CPTED principles to ensure that the potential for crime risk is mitigated. The measures incorporated into the proposal to promote these principles, as included in the design statement, are set out below:

- *"Clear sightlines between public and private places.*

- *Effective lighting of public places.*
- *Landscaping that makes places attractive, but does not provide offenders with a place to hide or entrap victims.*
- *Landscapes and physical locations that channel and group pedestrians into target areas.*
- *Public spaces which attract, rather than discourage people from gathering.*
- *Restricted access to internal areas or high-risk areas (like carparks or other rarely visited areas) with the use of physical barriers.*
- *Design that encourages people to gather in public space and to feel some responsibility for its use and condition.*
- *Clear transitions and boundaries between public and private space.*
- *Clear design cues on who is to use space and what it is to be used for. Care has been taken to ensure that territorial reinforcement is not achieved by making public spaces private spaces, through gates and enclosures."*

6.7.3 Economic and Employment

The development will create jobs during the construction and operational phases of the development. It is anticipated that 30 full time equivalent employees will be employed when the site becomes operational.

6.7.4 Public Interest

Pursuant to case law of *Ex Gratia P/L v Dungog Council* (NSWLEC 148), the question that needs to be answered is "Whether the public advantages of the proposed development outweigh the public disadvantages of the proposed development".

There are no unreasonable impacts that will result from the proposed development, therefore, the benefits of providing a high quality built form comprising a range of predominantly health care and other related and ancillary services within a "health hub" will have an overall public benefit.

7. Conclusion

This DA seeks approval for the construction of a new "health hub" on the site comprising a mix of allied health/medical uses and ancillary uses including two (2) cafes, a chemist, bulky goods retail premises, small retail shops, business premises and on-grade parking. Approval is sought under this DA for the base building construction and in-principle uses of the indicative tenancies, with the "first use" and fitout of those tenancies the subject of separate approval(s).

This SEE has undertaken an environmental assessment of the proposal and has concluded that the proposal provides a built form that is compatible with the desired future character of the site and the surrounding locality, to provide a high quality "health hub".

In summary, the proposal is considered to:

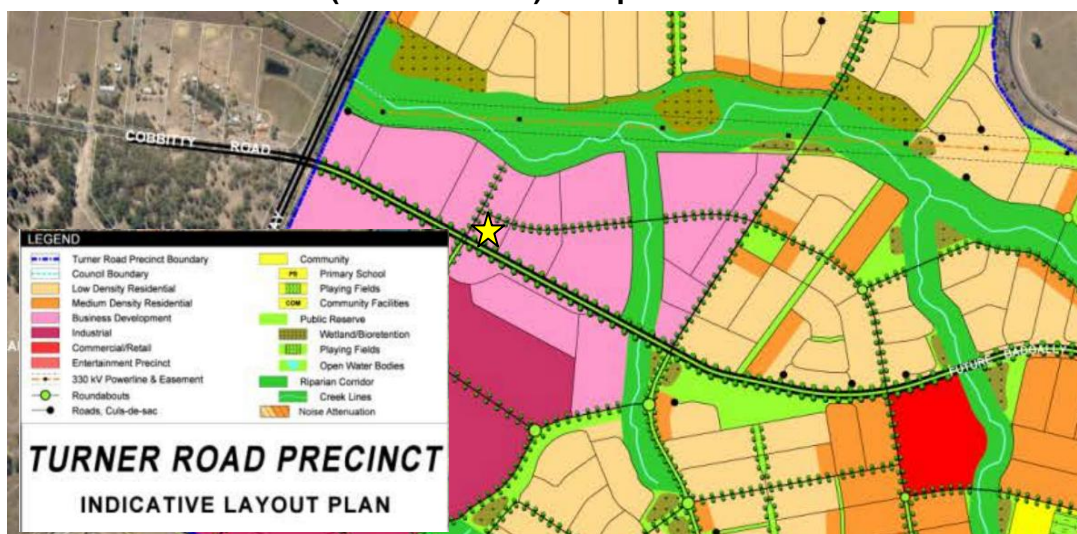
- be an appropriate response to the context, setting, planning instruments and development guidelines and other considerations outlined in Section 79C(1) of the Environmental Planning and Assessment Act, 1979;
- provide a built form consistent with and appropriate to the desired future character for the site which is currently undergoing a significant transformation;
- provide a range of employment generating uses on the site;
- have no adverse impacts on the environment, traffic, parking, drainage or other external features or services;
- deliver much needed private medical and support services to the Camden LGA in a strategic location. The site will be one of the only designated "community hubs" in the TRDCP to actually deliver community-based services to-date.

The benefits provided by the proposed development outweigh any potential impacts and it is therefore considered to be in the public interest.

The proposal will deliver a suitable and appropriate development and is worthy of approval.

Appendix 1


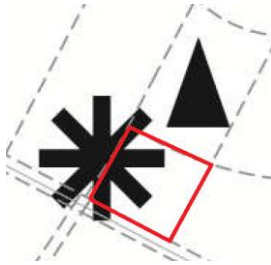
Turner Road DCP 2007 (Amendment 8) Compliance Tables

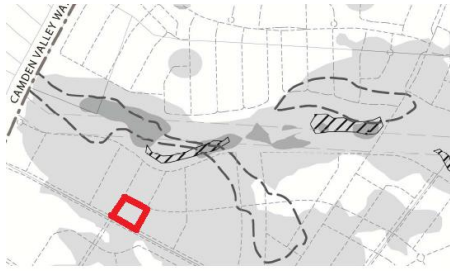


■ Turner Road Business Development

Control	Comment	Complies?
1.4.1 Variations to Development Controls and the Indicative Layout Plan		
Council may grant consent to a proposal that does not comply with the controls, providing the intent of the controls is achieved. Similarly, Council may grant consent to a proposal that varies from the Indicative Layout Plan (ILP), where the variation is minor and the proposal remains generally consistent with the ILP and the key development objectives of the DCP. As such, each DA will be considered on its merits. Where a variation is sought it must be justified in writing indicating how the development meets the intent of the objectives of the relevant control and/or is generally consistent with the ILP.	As seen above the site is identified as "Business Development". The proposal is consistent with the indicative layout plan. This provision will be referenced below where non compliances are sought.	Yes
2.1 Indicative Layout Plan		
To ensure development of the precinct is undertaken in a co-ordinated manner consistent with the South West Sector Structure Plan and the Turner Road Indicative Layout Plan.	This proposal is consistent with the South West Sector Structure Plan. Section 1.4.1 of this compliance table (above) shows compliance with the Turner Road Indicative Layout Plan.	Yes
(1) All development is to be undertaken generally in accordance with the Indicative Layout Plan at Figure 2 subject to compliance with the objectives and development controls set out in this DCP.	The proposal is consistent with the designated land use noted in the ILP and the objectives and development controls set out in the TR-DCP.	Yes
(2) Where variation from the ILP is proposed, the applicant is to demonstrate that the proposed development is consistent with the Vision and Development Objectives for the precinct set out in Section 2.2 and the Objectives and Controls at Sections 0 – 2.5 of this DCP. The DCP may require amendment where significant variation is envisaged.	No variation sought. However the development is nonetheless consistent with Vision and Development Objectives for the precinct set out in Section 2.2 and the Objectives and Controls at Sections 0 – 2.5 of the TR-DCP.	Yes
2.2 Vision and Development Objectives		
Key Development Objectives for the Turner Road Precinct (a) To facilitate urban development that meets environmental sustainability objectives. (b) To ensure all development achieves a high standard of urban and architectural design	As set out in the environmental impact assessment at Section 6 of the SEE this proposal is sympathetic to the environmental features of the locality. Sustainability is enhanced through the use of high quality materials as seen in the Architectural Plans at Appendix 3.	Yes

quality. (e) To maximise opportunities for local employment and business. (f) To create walkable neighbourhoods with good access to public transport. (g) To create vibrant, successful neighbourhood and specialist business and entertainment centres. (i) To provide social infrastructure that is flexible and adaptable. (j) To maximise opportunities for future residents to access and enjoy the outdoors. (k) To protect and enhance the South Creek riparian corridor, significant trees and vegetation. (l) To ensure the timely delivery of critical infrastructure.	The Architectural Design Statement at Appendix 4 and the Architectural Plans at Appendix 3 clearly show the high standard of urban architectural design achieved. This urban design contributes to the creation of a walkable neighbourhood that is vibrant, successful. The proposal maximises an important opportunity for employment and businesses. Providing capacity for a variety of flexible tenancies. The proposal will have no impact on the South Creek Riparian Corridor.	
2.3 Residential Density Targets		
(1) The residential dwelling target for the Turner Road Precinct is 4284. In order to ensure the residential dwelling target is achieved, as part of a subdivision application, an applicant is to demonstrate to Council that the sub-precinct dwelling targets shown in Figure 3 will be achieved.	There are no residential density targets for the site due to its specification as land for "Business Development".	N/A
2.4 Infrastructure Delivery and Development Staging		
(1) Development is to be consistent with Table 1 and Figure 4. Turner Road Business Development Area The Turner Road Business Development Area is approximately 51ha in area and is located primarily along the western sections of Badgally Road. It will provide for a range of business development type activities, including bulky goods retail, business premises, light industry, warehouses and distribution uses. Small-scale retail uses to cater to the needs of employees of the Business Development and Industrial areas will also be provided. The following floor space restrictions apply: The maximum aggregate of retail premises is 2,500m² GLAR, excluding food and drink premises.	The retail premises floor space restrictions are discussed in Section 4.1.10 of the SEE in relation to Clause 4.1E of the LEP. This proposal is compliant with the provisions of this section.	Yes
3.1 Street Network and Design		
(1) The street network is to be provided generally in accordance with Figure 2 and Figure 5.	The existing street network will not be modified as a part of this application.	N/A
(14) No direct vehicular site access is permitted to Camden Valley Way. Direct vehicular site access to proposed 4 lane sub-arterial roads will be considered to neighbourhood centres in exceptional circumstances only, such as for large scale developments and/or the servicing of multiple developments. Direct vehicular site access to 2 lane sub-arterial roads will be determined on merit having regard to traffic volumes, traffic speeds and the location of cycleways.	Direct vehicular access is provided from Holborn Circuit (loading) and Digitaria Road.	Yes
3.1.2 Shared Driveways	N/A	
3.2 Pedestrian and Cycle Network		
3.3 Public Transport Network		
4.1 Public Parks and Landscape Strategy		
(1) Public parks (local and district open space), other open space areas (i.e. riparian corridors) and areas with landscape value are to be provided generally in accordance with Figure 19.	Figure 19 does not identify a requirement for any public parks or other open space areas on the site.	N/A

4.2 Education, Civic and Community Facilities		
<p>(1) Education, civic and community facilities are to be located and provided generally in accordance with Figure 20 and the Oran Park and Turner Road Section 94 Contributions Plan.</p> 	<p>Figure 20 identifies a desire for community facilities within the general area. Community facilities are proposed on the site in the form of medical services, aimed at meeting the day to day medical needs of the localities growing residential community.</p> 	Yes
5.1 The Neighbourhood Centre	The site is not identified as the neighbour centre.	N/A
6.1 Riparian Corridors		
<p>(1) Riparian corridors are to be provided in accordance with the Oran Park and Turner Road Waterfront Land Strategy 2009.</p> <p>(2) Development in and adjoining riparian corridors shall be consistent with Part B2 of this DCP. In the event of any inconsistency between this DCP and the Waterfront Land Strategy, the Waterfront Land Strategy prevails.</p>	The site is not located in or adjoining a riparian corridor.	N/A
6.2 Flooding and Watercycle Management		
<p>(a) To minimise the potential impact of flooding on development.</p> <p>(b) To incorporate best practice stormwater management principles and strategies in development proposals.</p> <p>(c) To mitigate the impacts of urban development on stormwater quality.</p> <p>(d) To control the impacts of urban development on channel bed and bank erosion by controlling the magnitude and duration of sediment-transporting flows.</p> <p>(e) Limit changes in flow rate or flow duration within the receiving waterway as a result of development.</p>	<p>These matters have been addressed in consideration of DA 227/2012.</p> <p>It is stated in Section 3.2 of the Civil Engineering Report at Appendix 8;</p> <p><i>"The proposed site grading has been undertaken to drain to a single point where the existing drainage connection point has been provided to match the current site grading. The grading has been undertaken with consideration to optimising the earthworks and providing flood protection freeboard to the proposed buildings"</i> (for further detail refer to Appendix 8).</p>	Yes
6.3 Salinity and Soil Management		
<p>(a) To minimise the damage caused to property and vegetation by existing saline soils, or processes that may create saline soils.</p> <p>(b) To ensure development will not significantly increase the salt load in existing watercourses within the site.</p> <p>(c) To prevent degradation of the existing soil and groundwater environment, in particular, to minimise erosion and sediment loss and water pollution due to siltation and sedimentation.</p>	<p>These matters have been addressed in consideration of DA 227/2012 and in the Salinity Report at Appendix 9.</p>	Yes

 <p>Approximate region where development may be constrained by moderately saline soil at depths of the order of 1m.</p>		
6.4 Aboriginal and European Heritage		
(1) Aboriginal Archaeological Conservation Areas are identified at Figure 22.	The site is not identified in Figure 22 as comprising any conservation areas.	N/A
6.5 Land Adjacent to the Sydney Water Canal	N/A	
6.6 Bushfire Hazard Management		
6.7 Tree Retention and Biodiversity		
(1) The vegetation of moderate significance identified at Figure 25 is to be retained where possible	No vegetation of moderate significance is identified on the site in Figure 25.	N/A
6.8 Contamination Management		
(a) To minimise the risks to human health and the environment from the development of potentially contaminated land. (b) To ensure that potential site contamination issues are adequately addressed at the subdivision stages.	The site is not contaminated. These matters have been addressed in consideration of DA 227/2012 and in the Contamination Report at Appendix 10.	N/A
6.9 Odour		
(a) To ensure appropriate levels of odour amenity for future residents.	The uses specified for the site are not considered odorous pursuant to the provisions of this section.	N/A
6.10 Acoustics		
(4) All industrial / commercial / employment development is to comply with the Council's Environmental Noise Policy. (5) Noise walls are not permitted on any sub-arterial road, collector street or local street. Arterial roads require an innovative solution that maintains a quality landscape and streetscape. Options for arterial roads can include, but may not be limited to landscaped mounds, a combination of mounds and walls or well designed walls that have interesting materials, colours, patterns and an openness through use of transparent materials or outwardly angled walls. (6) A combination of the following measures (described in Figure 27) is to be used to mitigate the impacts of traffic noise on sub-arterial roads and collector streets: - setbacks and service roads; - internal dwelling layouts that are designed to minimise noise in living and sleeping areas; - changes in topography; - using attached dwellings; - using higher than standard fencing between separate buildings constructed with a suitably solid mass; and - site layouts that locate principal private open space areas away from the noise source.	This DA is accompanied by an Acoustic Report at Appendix 11. The assessment conducted by this report has focused on and adopted Council's recommended planning levels. For details please refer to the Acoustic Report.	Yes
8.1 Sustainable Building Design		
(2) Buildings and developments not affected by BASIX are to achieve a 40% reduction of baseline potable water consumption. Where the building or development is water intensive (i.e. high water user), specific water	The design statement prepared by AN+A confirms that the proposal has been designed to comply with this section of the DCP. The civil engineering report prepared by Mott MacDonald confirms that potable	Yes

conservation objectives must be resolved with Council. (3) Building design is to respond to local climate and site conditions with passive solar and ventilation measures to be incorporated into building design. High use work areas (such as offices) are to be positioned to maximise solar gain and natural ventilation.	water supply will be provided to comply with Council's requirements.	
8.2 Stormwater and Construction Management		
(1) A Stormwater Concept Plan is to be submitted with each building DA indicating how stormwater will be managed and disposed of. Drainage for individual developments shall be designed in accordance with the stormwater quality and quantity targets set by the DECC, Australian Rainfall and Runoff (1997), and Council's Engineering Design Specification. All subsurface drains are to be connected into the stormwater system within the site downstream of any water tanks.	This DA is accompanied by a Stormwater Concept Plan and Civil Engineering Report at Appendix 6.	Yes
(2) All development shall be carried out in accordance with an approved Soil and Water Management Plan prepared in accordance with Managing Urban Stormwater - Soils and Construction, Landcom 4th Edition March 2004 ('The Blue Book').	Refer to the Stormwater Concept Plan and Civil Engineering Report at Appendix 6. It is stated; <i>"The contractor will ensure that all soil and water management works are consistent with 'Managing Urban Stormwater - Soils and Construction' - also known as 'The Blue Book'."</i>	Yes
8.3 Waste Management		
(1) A Waste Management Plan is to be submitted with all DAs with the exception of single dwelling housing or superlot subdivision applications. The Plan is to address: – how recycled material, rubbish and other waste generated by clearing, excavation and construction is to be stored and controlled, – the type and volume of waste expected to be generated during construction, and – the method and location for the collection and disposal of waste.	A preliminary construction and operational waste management plan accompanies this DA at Appendix 13.	Yes
(3) All business and industrial operations are to provide adequate on-site waste storage facilities that are readily accessible and appropriately screened from view.	A preliminary construction and operational waste management plan accompanies this DA at Appendix 13. Location of waste management facilities can be seen on the Architectural Drawings completed by AN+A, accompanying this report at Appendix 3.	Yes
(4) Development must demonstrate that the design takes into account refuse storage and collection without reducing the amenity of a dwelling or neighbouring lots.	A preliminary construction and operational waste management plan accompanies this DA at Appendix 13.	Yes
(5) Storage areas for rubbish bins are to be located away from the front of development where they have a significant negative impact on the streetscape, the visual presentation of the building entry and on the amenity of residents, building users and pedestrians.	A preliminary construction and operational waste management plan accompanies this DA at Appendix 13.	Yes
8.6 Safety and Surveillance		
(1) Buildings should be designed to overlook streets, lanes and other public or communal areas to provide casual surveillance. In the case of corner lots habitable windows are also to be oriented to overlook the side street. (2) The design of all development, in particular, the public domain and community facilities is to enhance public surveillance of public streets and open space/conservation areas. (3) Appropriate design of publicly accessible areas (eg parks, footpaths, etc) encourages a sense of community ownership of open and	Buildings are located on the perimeter of the site and are designed to overlook streets, lanes and other public or communal areas to provide casual surveillance. For details refer to Section 6.7 of the SEE. As discussed above the medical uses provided in this proposal act as community facilities. In their capacity as community facilities the buildings have been designed to enhance public surveillance of public streets and open space. Pedestrian and vehicular access ways through the site are designed to provide high	Yes

<p>public spaces.</p> <p>(5) Developments are to avoid creating areas for concealment and blank walls facing the street.</p> <p>(6) Pedestrian and communal areas are to have sufficient lighting to ensure a high level of safety. These areas must be designed to minimise opportunities for concealment.</p> <p>(7) All development should aim to provide casual surveillance of the street as a means of passive security. This should be achieved by maximising outlooks and views, but minimising the overlooking of neighbouring properties. Opportunities for casual surveillance from dwellings / studios are to be incorporated into the design of shared driveways and where rear access is proposed from laneways.</p> <p>(8) All developments are to incorporate the principles of Crime Prevention Through Environmental Design (CPTED). Development Applications for subdivision, public open space and community facilities may require a formal crime risk (CPTED) assessment as part of the EP&A Act 1979, development assessment and Camden Council's Designing Safer Communities – Safer by Design Guidelines (October 2002)</p>	<p>quality landscaped scapes that complement the existing and future character of the community.</p> <p>The principles of Crime Prevention Through Environmental Design (CPTED) are discussed in Section 6.7.2 of the SEE and the design statement prepared by AN+A.</p>	
B3 Controls for the Turner Road Employment Area		
3.1 Land Uses		

(1) Development is to be undertaken generally in accordance with the preferred land use plan (Figure 2) subject to consistency with the objectives and development controls set out in this DCP.



(2) Active uses, such as showrooms and the like, that provide visual interest, should front Badgally Road and Camden Valley Way in the Business Development Lands. Bulky goods premises and roadside services are to be located generally along Badgally Road and Camden Valley Way as shown at Figure 2.

(4) A Local Service Hub is to be provided, in the form of a 'main street type' configuration, in the hub site that crosses Badgally Road as shown at Figure 2. This and the other hub sites are the preferred locations for local service retail such as banks, cafes, etc, as well as local businesses that serve the employment area and local open space. Alternative uses of land in the hubs may be approved where it is demonstrated that the preferred uses will not be precluded from developing in these locations.

(5) A total maximum of 2,500m² of GLAR of retail premises is to be provided in the Business Development Lands. Of this maximum, no more than 1,250m² is to be provided either to the north or south of Badgally Road.

The site is identified on the preferred land use plan as Bulky Goods and Highway Retail.

Among the uses provided by this proposal are two bulky good facilities to the north of the site with a total GFA of 425m². Thus the proposal is "generally" in accordance with the preferred land use plan.

The site is marked as a hub for "active uses" (cafes/restaurants, child care centres, community facilities and local parks). As noted above, the medical uses provided as community facilities in meeting the day to day medical needs of the localities growing residential community. Moreover, two cafes are provided as part of this proposal, strategically positioned to activate the site's frontages to Badgally Road and Digitaria Road. The western frontage to Holborn Circuit will be activated by community medical uses and landscaping (refer to the Landscape Plans at Appendix 5 for detail).

In addition to the medical, cafe and bulky goods uses proposed on the site there are a range of small retail spaces. These spaces provide an opportunity within the "Local Service Hub" to provide tenancy opportunities for local businesses that serve the employment area in accordance with provision (4) of this section. The retail cap will not be exceeded.

Yes

3.3 Movement Network

(1) The road network should be generally consistent with the Movement Network Plan located at Figure 3.

There are no changes proposed to the existing street network.

N/A

3.4 Public Domain and Interface Areas

(1) The streets in the employment area are to be designed and constructed to provide pedestrian safety, amenity and visual interest. A landscape theme of predominantly native species is preferred.

However, Council may consider a theme that contains exotic elements for accent planting where appropriate. Footpaths are to be provided on both sides of streets and safe pedestrian crossings are to be provided at appropriate locations.


Refer to Drawing No. LP01 "Plant Schedule & Theming" of the Landscape Plans at Appendix 5.


Yes

(3) The principles of Crime Prevention through

The principles of Crime Prevention through

Yes

Environmental Design (CPTED) and the Safer by Design (NSW Police) must be incorporated into the design of all development within the employment area.	Environmental Design (CPTED) and the Safer by Design (NSW Police) are discussed in Section 6.7.2 of the SEE.	
<p>(4) The following provisions apply to development fronting the locations set out in Table 1 below.</p> <p>Development along the Badgally Road interface should:</p> <p>(1) Provide visual interest through active frontages and articulated building facades with recessing or projecting architectural elements.</p> <p>(2) Be characterised by high quality landscaping and not be dominated by parking areas.</p> <p>(3) Provide pedestrian amenity and shelter at the entrances to buildings.</p> <p>(4) Emphasise entry points and corner elements.</p> <p>(5) Avoid long expanses of blank walls.</p> <p>(6) Provide a co-ordinated signage theme.</p> <p>(7) Be consistent with the setback controls at Section 3.5.</p>	<p>The buildings on the site are designed to a high quality as noted in the Architectural Statement at Appendix 4. This quality design features articulated frontages that avoid expanses of blank walls, successfully integrate with the anticipated future character of the area and provide high pedestrian amenity through the site and to adjoining boundaries.</p> <p>The site is not "dominated" by parking areas, minimising any visual impact posed by the on-grade parking through a generous and detailed landscape design. Additionally, the design of the site provides for car parking facilities that are mostly hidden from the street and surrounding sites, further minimising visual impact.</p> <p>Signage will be subject to a separate DA.</p> <p>Setbacks will be addressed in Section 3.5 below.</p>	Yes
3.5 Site Planning		
<p>(1) Development is to be consistent with the front setbacks shown at Figure 5. Lesser setbacks than those shown on Figure 5 may be considered on merit having regard to the overall site layout, building form and design, landscaping, streetscape elements, signage proposals, etc. Proposals for lesser setbacks must address these and other relevant matters to the Council's satisfaction.</p> 	<p>The proposed front setback complies with the minimum 5 metre requirement.</p>	Yes
<p>(2) Front setback areas are to be landscaped and not dominated by parking areas or loading facilities.</p> <p>Where parking is proposed forward of the building line the parking area is to be broken up with landscaping and designed to provide convenient, safe and comfortable pedestrian access to the building entrance.</p>	<p>As per the Architectural Plans at Appendix 3, no parking is proposed within the front setback or forward of the building line. Regardless of its compliance the parking area is still broken up with landscaping and designed to provide convenient, safe and comfortable pedestrian access throughout the site.</p> <p>A loading zone is proposed at the site's western frontage to provide access to waste storage facilities. This loading zone is integrated into a landscaped setback and is a minor element of the western setback, which is over 116m long. Thus the setback is not "dominated by loading facilities".</p>	Yes
<p>(3) Where a zero setback is identified within a hub on Figure 5, such setback is only permitted for development proposing an active frontage. Blank walls will not be permitted on a zero lot line in a hub. Where a blank wall is proposed to address the street, it shall have a landscaped setback of no less than 3m.</p>	<p>As seen on the Architectural plans at Appendix 3 a blank wall is proposed on the site's western boundary to Holborn Circuit. On this boundary a landscaped setback of 1.5m. The landscaping of this setback has been carefully considered throughout the formulation of this proposal and details can be found at Appendix 5. The setback provided complies with the intention of this provision as set out in the objectives of this</p>	No, but complies with intent and acceptable from a planning perspective

	section, aiming "[t]o achieve attractive streetscapes and quality landscaped settings for buildings." The proposal provides an attractive and modern design with extensive landscaping at its western boundary to minimise any potential visual impact that this minor noncompliance may have otherwise had on the surrounding locality.	
(4) Each development site in the employment area is to be designed to provide on-site stormwater detention designed to minimise the impacts of stormwater run-off on adjoining riparian corridors and to demonstrate compliance with Table 10 of Part A of this DCP.	Stormwater details may be found on the Concept Stormwater Plan and Strategy at Appendix 6. This report states; <i>"The Turner Road Precinct Development Control Plan 2007 requires that the development attenuates the 100 year ARI peak post development flow back to the pre-development flow rates. In accordance with Camden Council Engineering Design Specification on site detention shall manage peak discharges for all storms up to the 100 year ARI event."</i>	Yes
3.6 Building Design		
(1) The scale and massing of buildings should reinforce the desired urban design character of the precinct. Building scale and massing should be generally consistent within a streetscape. Larger scale buildings and or building elements should be used to signify prominent corners, activity nodes and the like.	The building height (8.02m) is lower than that anticipated by the controls (15m), keeping with the existing form of the area and providing a sympathetic relation to approved developments surrounding the site. The site achieves its maximum height through a two (2) storey component at Holborn Circuit, identified on the preferred land use plan as a hub for active uses. For details refer to the architectural plans at Appendix 3.	Yes
(3) Key sites (Figure 5) are to include 'gateway buildings' which signify the entrances to the employment area. The built form and architecture of development is to enhance its location and positively respond to and emphasise the street corner. 	The subject site is noted as a key site. The elevation plans at Appendix 3 show that the site planning provides an architectural design that focuses on the site's relationship with Gregory Hills Drive, notably toward its intersection with Holborn Circuit. The plans provide for a mix of architectural design features, landscape design and interactive spaces to positively respond to and emphasise the street corner.	Yes
(4) Facades (visible from the public domain) are to include high proportions of glazing and be articulated using architectural elements such as the use of projecting upper storeys over building entries, upper storey display windows and the like.	This provision is satisfied as per the elevations at Appendix 3. The building design incorporates appropriate glazing elements and articulation.	Yes
(5) Blank building facades facing the primary street frontage are not permitted.	The proposal does not include any blank building facades.	Yes
(6) Glazing shall not exceed 20% reflectivity.	The proposed materials and finishes will not exceed 20% reflectivity.	Yes
(7) The use of metal cladding is discouraged on front elevations, unless it can be satisfactorily demonstrated that it forms part of an architectural design solution in association with masonry, glass and other high quality materials.	Materials and finishes comprise of predominantly concrete panels (pre-cast), timber "shutters"/screens, and some elements of metal cladding. The metal cladding component forms only part of the elevations and will comprise a range of colours to provide visual interest. As demonstrated in the elevations, the incorporation of metal cladding is part of a clear architectural design solution to provide	Yes


	a range of quality materials for architectural interest.	
(8) Materials that are likely to contribute to poor internal air quality, such as those generating formaldehyde or those that may create a breathing hazard in the case of fire (eg polyurethane), should be avoided.	No materials used in the design of this building are anticipated to generate formaldehyde or create a breathing hazard in the case of fire.	Yes
(9) Within the Business Development Lands, building design (visible from the public domain) is to include: (a) effective sun-shading for west facing windows, (b) articulated roof forms, (c) emphasis of customer entries, and (d) the use of high quality materials and finishes.	The sections and elevations at Appendix 3 show full compliance with the points specified under this provision.	Yes
(11) Rooftop structures (including plant rooms, air conditioning and ventilation systems), where visible from the public domain, are to be incorporated into the design of the building to create an integrated appearance.	As seen on the roof plan at Appendix 3 the plant and equipments are substantially setback from the public domain and are not anticipated to be visible from these areas.	Yes
3.7 Employment Operations		
(1) Access, parking & loading is to be in accordance with Part D, Chapter 1 of Camden DCP 2006.	This Part of the CDCP is addressed below	Yes
(2) Development applications for employment developments, particularly where fronting a perimeter road, must provide the following details: (a) proposed hours of operation; (b) number and timing of deliveries expected per day; (c) nature and frequency of heavy vehicles expected to access the premises; (d) nature of machinery proposed to be operated at the premises, including noise levels generated and noise attenuation measures proposed to be implemented; and (e) proposed locations of external light sources and the extent of light spillage outside of the subject property.	Hours of operation and operational details may be found in Section 3 of the SEE. Details regarding loading and servicing impacts and frequency are addressed in the Traffic Impact Statement at Appendix 8. Noise impacts resulting from mechanical plant detailing are provided in the Acoustic Report at Appendix 11. The locations of external lighting services are marked up on the Architectural Drawings at Appendix 3.	Yes
3.9 On Site Landscaping		
(1) Front setbacks areas are to be landscaped. Where parking is forward of the building line, a minimum 2m wide landscape strip shall be provided along the frontage.	All front setbacks are landscaped, for details refer to the Landscape Plans at Appendix 5. There is no parking proposed forward of the building line.	Yes
(2) Native plant species are to be utilised in all landscaped areas where possible. Low water usage plants are preferred.	Refer to the Landscape Plans at Appendix 5 for details.	Yes
(3) A concept landscape plan is to be submitted with a Development Application, where required.	Concept Landscape Plan can be found at Appendix 5.	Yes
3.10 Outdoor Storage		
(1) No external storage of goods, including garbage bins, shall be permitted where such areas will be visible from the public domain.	Noted.	Yes

Camden DCP 2011 Compliance Tables

Control	Comment	Complies?
Part B: General Land Use Controls		
B1 Environmental Management		
<p>1. Protect and enhance all environments.</p> <p>2. Ensure that riparian corridors are protected and managed in such a way that their roles of enhancing creek lines and providing downstream water quality are not compromised.</p> <p>3. Identify and protect those naturally occurring environments which are environmentally sensitive.</p> <p>4. Sustain the naturally occurring water cycle processes and conserve those water bodies which are essential to those processes.</p> <p>5. Implement best practices with regards to development & construction in order to avoid harmful impacts upon the environment such as salinity, erosion and sedimentation.</p> <p>6. Ensure appropriate measures are implemented ensuring bushfire threats and flooding are minimised.</p> <p>7. Protect and enhance trees and vegetation and make provision for landscaping in new development.</p> <p>8. Ensure the acoustic amenity of the Camden LGA is maintained and enhanced.</p> <p>9. Ensure contamination within the LGA is contained and remediated where required.</p> <p>10. Ensure appropriate measures are implemented to manage the potential impacts of Mine Subsidence.</p> <p>11. Ensure that no pollution of the environment occurs, unless in accordance with a licence from the Department of Environment and Climate Change (Protection of the Environment Operations Act).</p>	<p>Where possible efforts have been made to protect and enhance the existing environment through the planting of native species and the generous provision of landscaped space.</p> <p>The proposal does not impact riparian corridors or environmentally sensitive naturally occurring environments.</p> <p>The effect of development on existing ground and subsurface conditions is considered minimal as discussed in the Erosion and Sediment Control Plan at Appendix 7 and the Salinity Report at Appendix 9.</p> <p>The proposed uses will not pollute the local environment and are largely consistent with those anticipated on the subject site as discussed above.</p> <p>A detailed assessment of the proposals environmental impact has been carried out pursuant to Section 6 of the SEE.</p>	Yes
B1.1 Erosion and Sedimentation		
<p>1. All development shall incorporate soil conservation measures to control soil erosion and siltation during and following completion of development.</p> <p>2. An Erosion and Sediment Control Plan must be lodged with every development application. This must be prepared in accordance with the Managing Urban Stormwater – Soils and Construction, Landcom ('The Blue Book') and Council's Engineering Specifications. The Plan is to provide appropriate erosion and sediment controls to cover the period during and after construction.</p> <p>3. All disturbed areas shall be progressively rehabilitated.</p> <p>4. The Plan must demonstrate that re-use of the existing soil material on the site has been implemented as far as possible.</p> <p>5. All sediment and erosion controls proposed by the Plan are to be installed prior to the commencement of any construction works and appropriately maintained from the construction to stabilisation phase.</p> <p>6. Appropriate dust suppression measures must be implemented during all construction works.</p>	<p>Refer to Erosion and Sediment Control Plan at Appendix 7.</p>	Yes
B1.2 Earthworks	<p>Earthworks are currently being carried out on the site to raise the surface level of the</p>	Yes

	site in accordance with the approved Stage 3 CC design for the Gregory Hills Corporate Park development.	
B1.3 Salinity Management	Refer to the Salinity Report at Appendix 9.	Yes
B1.4 Water Management		
1. Reference shall be made to Camden Council's Engineering Specifications for controls relating to detention, drainage and water sensitive urban design.	Refer to the Concept Stormwater Plan and Civil Engineering Report at Appendix 6.	Yes
B1.7 Riparian Corridors	Not applicable to this site.	N/A
B1.9 Waste Minimisation and Management		
<p>1. A Waste Management Plan (WMP) outlines the waste management provisions for demolition, construction and the ongoing management provisions for developments. A WMP shall be submitted with any development application seeking consent for development that is likely to generate waste during construction and/or during the ongoing operation of the development. The WMP should address a range of matters, including:</p> <p>(a) Volume and type of waste and recyclables to be generated. (b) Storage and treatment of waste and recyclables on site. (c) Disposal location of waste and recyclables. (d) The intended waste management service provider. (e) Operational procedures for ongoing waste management once the development is complete.</p> <p>The type of construction determines whether a WMP is required at development application, construction certificate or complying development stage. Maximum waste minimisation and management benefits are achieved when the WMP is considered from the earliest stages of the development. WMP forms and instructions can be obtained from Council.</p>	Refer to the Preliminary construction and operational waste management plan at Appendix 13.	Yes
B1.9.4 WMP for Construction of Buildings or Structures		
1. A WMP shall be provided with the development application.	Refer to the Preliminary construction and operational waste management plan at Appendix 13.	Yes
2. Estimate volumes of materials to be used so that the correct quantities are purchased. See the rates in Appendix B for a guide.		
3. Identify potential reuse/recycling opportunities of excess construction materials.		
4. Incorporate the use of prefabricated components and recycled materials.		
5. Arrange for the delivery of materials so that materials are delivered 'as needed' to prevent the degradation of materials through weathering and moisture damage.		
6. Return excess materials to the supplier or manufacturer.		
7. Allocate an area for the storage of materials for use, recycling and disposal (considering slope, drainage, location of waterways, stormwater outlets and vegetation), ensuring such materials are secured on-site until its removal.		
8. Promote separate collection bins or areas for the storage of waste.		
9. Minimise site disturbance and limit unnecessary excavation.		
10. Ensure that all waste is transported to a place that can lawfully be used as a waste disposal facility. Retain all records demonstrating lawful disposal of waste and keep them readily accessible for inspection by		

regulatory authorities such as council, DECCW or WorkCover NSW.		
B1.9.7 WMP for Commercial Developments		
1. A WMP shall be provided with the development application.	Refer to the Preliminary construction and operational waste management plan at Appendix 13 and the Architectural Drawings at Appendix 3.	Yes
2. Plans submitted with the WMP must show: (a) The location of the designated waste and recycling storage room(s) or areas, sized to meet the waste and recycling needs of all tenants (rates described in Appendix B). (b) The location of temporary waste and recycling storage areas within each tenancy. These are to be of sufficient size to store a minimum of one day's worth of waste. (c) An identified collection point for the collection and emptying of waste, recycling and green waste bins. (d) The path of travel for moving bins from the storage area to the identified collection point (if collection is to occur away from the storage area). There must be step-free access between the point at which bins are collected/emptied and the waste/recycling storage room(s) or area(s). (e) The on-site path of travel for collection vehicles (if collection is to occur on-site).		
3. Depending upon the size and type of the development, it may be necessary to include a separate waste/recycling storage room/area for each tenancy.		
4. All commercial tenants must keep written evidence on site of a valid contract with a licensed waste contractor for the regular collection and disposal of the waste and recyclables that are generated on site		
5. Between collection periods, all waste/recyclable materials generated on site must be kept in enclosed bins with securely fitting lids so the contents are not able to leak or overflow. Bins must be stored in the designated waste/recycling storage room(s) or area(s).		
6. Arrangements must be in all parts of the development for the separation of recyclable materials from general waste. Arrangements must be in all parts of the development for the movement of recyclable materials and general waste to the main waste/recycling storage room/area. For multiple storey buildings, this might involve the use of a goods lift.		
7. The waste/recycling storage room/area must provide separate containers for the separation of recyclable materials from general waste. Standard and consistent signage on how to use the waste management facilities should be clearly displayed.		
8. The type and volume of containers used to hold waste and recyclable materials must be compatible with the collection practices of the nominated waste contractor.		
9. Waste management facilities must be suitably enclosed, covered and maintained so as to prevent polluted wastewater runoff from entering the stormwater system.		
10. Where possible, waste/recycling containers should be collected from a rear lane access point. Consideration should be given to the time of day at which containers are collected so as to minimise adverse impacts upon residential amenity, pedestrian movements and vehicle movements.		
11. The size and layout of the waste/recycling		

storage room/area must be capable of accommodating reasonable future changes in use of the development.		
12. Premises that discharge trade wastewater must do so only in accordance with a written agreement from Sydney Water. Sydney Water defines trade wastewater as "any liquid, and any substance contained in it, which may be produced at the premises in an industrial and commercial activity, but does not include domestic wastewater (e.g. from hand-basins, showers and toilets)."		
13. Premises which generate at least 50 litres per day of meat, seafood or poultry waste must have that waste collected on a daily basis or must store that waste in a dedicated and refrigerated waste storage area until collection.		
14. Arrangements must be in place regarding the regular maintenance and cleaning of waste management facilities. Tenants and cleaners must be aware of their obligations in regards to these matters.		
15. Any garbage chutes must be designed in accordance with the requirements of the BCA and the DECCW, Better Practice Guide for Waste Management in Multi-unit Dwellings. Garbage chutes are not suitable for recyclable materials and must be clearly labelled to discourage improper use.		
B1.10 Bushfire Risk Management 	The site is not bushfire prone.	N/A
B1.12 Contaminated and Potentially Contaminated Land Management	This DA is accompanied by Contamination Reports at Appendix 10.	
B1.16 Acoustic Amenity		
15. Noise from industrial and commercial development must be assessed in accordance with Council's Environmental Noise Policy to determine if an acoustic assessment is required. Any required acoustic assessment must be submitted with the development application.	Refer to the Acoustic Assessment at Appendix 11 and Section 6.4.7 of the SEE.	Yes.
B2 Landscape Design	Turner Road DCP prevails.	N/A
B5 Access and Parking		
B5.1 Off Street Car parking rates/requirements		
1. Parking is to be provided for a development in accordance with Table B8 and B9 – Schedule of car parking requirements. Health Consulting Rooms 3 car parking spaces per consulting room, plus 1 car parking space per 2 employees. A reduction in the parking requirement will be considered if it can be shown that not all consulting rooms will be in concurrent operation and/or if convenient on-street parking is available, providing that the use of	Refer to Tables 2 and 3 in the Traffic and Parking Assessment at Appendix 8 for an assessment of parking provided on the site. <i>"The data presented in Table 2 and 3 indicates that the parking requirement of the Health Hub can be accommodated under the proposed design with the adoption of parking discount rates for ancillary uses."</i> Appendix 8 concludes that <i>"The minimum parking requirements under Camden Council Development Control Plan 2011 (DCP) for appraisal of land uses as</i>	No Based on indicative tenancies a series of assumptions are noted at Appendix 8 and a new rate is proposed, taking into

<p>such parking does not adversely affect the amenity of the immediate area.</p> <p>Retail Premises / Shop / Kiosk</p> <p>200m2 or greater - 1 car parking space per 22m2 GFA.</p> <p>less than 200m2 – 1 car parking space per 30m2 GFA.</p> <p>1 bicycle and 1 motorcycle space per 25 car parking spaces in excess of the first 25 car parking spaces.</p> <p>Neighbourhood Shop</p> <p>1 car parking space per 30m2 GFA.</p> <p>Restaurants and Cafés</p> <p>1 car parking space per 30m2 of GFA</p> <p>Health Service Facility / Medical Centre</p> <p>4 car parking spaces per 100m2 GFA.</p>	<p><i>individual sites is 159 parking spaces". It is noted that this rate considers land uses "in isolation and does not consider the effects of clustering and ancillary uses".</i></p> <p>The Traffic and Parking Assessment at Appendix 8 proposes an <i>"appraisal based on the clustering of related ancillary land uses and applies a discount factor for other land uses that peak activities don't coincide with the medical facility (anchor tenant) [...]</i></p> <p><i>The peak parking requirement is driven by the medical facility, which is assumed to be the anchor tenant and the parking requirement for this land use was not discounted as part of this appraisal."</i></p> <p><i>"The estimated parking requirement is 134 parking spaces when applying Camden Council Development Control Plan 2011 and a discount factor for ancillary uses and uses with peaks outside of the operating period of the specialist medical practices."</i></p> <p><i>"The proposed design supplies 142 car parking spaces in total, which provides 8 additional spaces to that required by the proposed Health Hub."</i></p>	<p>account the clustering of ancillary uses.</p>
<p>Disabled Parking Requirements</p> <p>Design of off-street parking for people with a disability are comply with AS 2890.6 and the Commonwealth Disability Discrimination Act (1992). The car parking rates for accessible car parking spaces are to comply with the Building Code of Australia except where the requirements are specifically referred to in Table B8. A continuous accessible path of travel must be provided between designated car parking spaces for people with a disability and lift lobby or access points servicing the development. The designated car parking spaces for people with a disability must be appropriately signposted and line marked.</p>	<p>Refer to the Traffic and Parking Assessment at Appendix 8.</p>	<p>Yes</p>
<p>Parking for Motorcycles and Bicycles</p> <p>The design of the bicycle spaces should be in accordance with AS2890.3. Alternative designs for bicycle racks will be considered. The design of motorcycle spaces (on and off street) shall be in accordance with the on street design requirements specified in AS2890.5.</p>	<p>Refer to the Traffic and Parking Assessment at Appendix 8.</p>	<p>Yes</p>
<p>B5.2 Car parking design criteria</p> <p>Refer to DCP for all criteria</p>	<p>Refer to the Traffic and Parking Assessment at Appendix 8.</p>	<p>Yes</p>
<p>D3.2 General Controls Applying to all Business Zone Areas</p>		
<p>D3.2.1 Function and Uses</p> <p>D3.2.2 Layout/Design</p> <p>D3.2.3 Built Form and Appearance</p> <p>D3.2.4 Pedestrian Amenity</p> <p>D3.2.5 Public Domain</p> <p>D3.2.6 Parking and Access</p>	<p>Addressed in tables above above and in Section 6 of the SEE</p>	<p>Yes</p>