



Statement of Environmental Effects

Alterations and additions to existing hotel and new motel

Elanora Hotel

41 - 45 and 29 - 31 Victoria Street
27 & 27A Adelaide Street
20 and 16 Brougham Street
East Gosford



Prepared for Bonython Elanora Pty Ltd

October 2023

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Attachment A - AHIMS search

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1. INTRODUCTION

This Statement of Environmental Effects has been prepared on behalf of Bonython Elanora Pty Ltd in support of a development application to Central Coast Council for alterations and additions to the Elanora Hotel and a new motel on the hotel site at East Gosford.

The proposal involves demolition of the existing motel and structures other than the hotel, an extension of the hotel to the north-east, some refurbishment of the existing hotel, relocation of the bottle shop, a new motel along Brougham Street, and associated car parking and vehicular access.

The site is zoned E1 Local Centre under Central Coast LEP 2022, and the proposal is permissible with the consent of Council.

This Statement considers the proposal against the provisions of relevant planning instruments, including Central Coast LEP 2022, Central Coast DCP 2022, and relevant state planning policies. The assessment also addresses the matters identified in Council's Development Application Guide and the matters for consideration under Section 4.15 of the *Environmental Planning & Assessment Act, 1979*.

The assessment of the proposal against Central Coast LEP 2022, Central Coast DCP 2022, state planning policies and the heads of consideration under Section 4.15 of the *Environmental Planning & Assessment Act, 1979* concludes that the proposal is permissible, meets the intent and objectives of relevant planning controls and standards, is unlikely to adversely impact on surrounding properties and streets or the environment and should be supported by Council.

This Statement should be read in conjunction with the supporting information submitted with the development application, including:

- Architectural plans - Loopcreative
- Landscape Plans - Taylor Brammer
- Civil engineering plans - Northrop
- Detailed site investigation, acid sulfate soil assessment, additional hazardous ground gas monitoring and remediation action plan - Foundation Earth Sciences
- Traffic Impact Assessment - Barker Ryan Stewart
- Acoustic Report - Renzo Tonin and Associates
- Arborists Report – Advanced Treescape Consulting
- Social impact Assessment - Barker Ryan Stewart
- CPTED Assessment - Barker Ryan Stewart
- BCA report - Design Right Consulting
- Waste Management Plan - Coastal Planning and Consulting
- Development Cost Estimate – Rider Levett Bucknall
- NABERS Embodied Emissions Materials Form

2. THE SITE

2.1 Site Location and Description

The subject site is within the East Gosford local commercial centre, and includes the Elanora Hotel and adjoining land, bound by Victoria Street (Central Coast Highway), Adelaide Street and Brougham Streets. The properties included in the application are:

Street Address	Real Property Description	Area
29 - 31 Victoria Street	Lot 7 DP658304	956m ²
41 - 45 Victoria Street	Lot 15 DP1061216	3,876m ²
27 Adelaide Street	Lot 2 DP1016073	941.5m ²
27A Adelaide Street	Lot 3 DP1016073	504.5m ²
16 Brougham Street	Lot 7A DP365458	992.7m ²
20 Brougham Street	Lot 4 DP DP1016073	504.7m ²
		7,775.4m ²

The locality of the site, site details and an aerial photograph are provided below.



Figure 1 – Locality

Source: SIX Maps



Figure 2 – Site Details

Source: SIX Maps



Figure 3 – Site Aerial Photograph

Source: SIX Maps

2.2 Site Features and Existing Development

The site has an area of 7,775.4m² and frontages of 77.88m to Victoria Street, 94.12m to Adelaide Street, and 80.38m to Brougham Street and there is a splay boundary at the corner of Victoria and Adelaide Streets.

The site contains the Elanora Hotel, which faces both Victoria and Adelaide Streets, and has a drive-through bottle shop with access from Victoria Street and associated car parking at the rear towards Brougham Street. The site also contains a former motel building with frontages to Adelaide and Brougham Streets, commercial premises along the Victoria Street frontage and there is a car wash building at the rear of the commercial premises. The site has 3 existing access driveways to Victoria Street; for the bottle shop; to the rear car park; and serving the commercial premises and car wash, and there is an access driveway to Brougham Street from the rear car park.

The site has variable topography, and slopes towards the north east with a fall of approximately 6m between the Victoria to Brougham Street frontages. There are some minor trees on the site, as detailed in the submitted Arborist's Report.

Details of the site are shown in the following photographs:



Figure 4 – Existing hotel facing Victoria and Adelaide Streets



Figure 5 – Existing hotel and drive-through bottle shop facing Victoria Street



Figure 6 – Existing commercial premises facing Victoria Street



Figure 7 – Existing hotel facing Adelaide Street



Figure 8 – Former motel facing Adelaide Street



Figure 9 – Former motel facing Brougham Street



Figure 10 – Driveway entry and car park facing Brougham Street



Figure 11 – Rear of commercial premises facing Victoria Street



Figure 12 – Car wash building



Figure 13 – Rear of hotel and bottle shop



Figure 14 – Rear of former motel building viewed from car park

2.2 Surrounding Land and Development

Surrounding land to the north and north-west is commercial in nature, forming part of the East Gosford local centre, and including land on the opposite side of Adelaide Street, on both sides of Victoria Street. Land to the north-east on the other side of Brougham Street, and land to the south-east is residential, and contains multi dwelling housing, and there is a fire station on adjoining land to the north-east in Brougham Street. Land to the west, on the other side of Victoria Street, is residential and there are professional consulting rooms on the southern corner of Victoria and Adelaide Streets.

The corner of Victoria and Adelaide Streets is a signalised intersection, and Victoria Street is a classified state road.

Surrounding land is shown in the following photographs.



Figure 15 – Commercial development opposite in Adelaide St



Figure 16 – Commercial development opposite in Adelaide Street



Figure 17 – Commercial development opposite on cnr Victoria and Adelaide Streets



Figure 18 – Commercial development opposite on cnr Victoria and Adelaide Streets



Figure 19 – Adjoining residential development to the south-east along Victoria Street



Figure 20 – Development opposite, on the other side of Victoria Street



Figure 21 – Residential development opposite, on the other side of Victoria Street



Figure 22 – Adjoining fire station in Brougham Street



Figure 23 – Residential development to the N-E, on the other side of Brougham Street

3. ZONING AND PLANNING CONTROLS

3.1 Zoning

The land is zoned E1 Local Centre under Central Coast LEP 2022, as is adjoining land to the north and north-west, and Victoria Street is zoned SP2 Road. Land to the north-east, south-east and south-west is zoned R1 General Residential.

The zoning of the site and surrounding land is shown in the following figure:



Figure 24 – Land Zoning

(NSW ePlanning Spatial Viewer)

3.2 Height of Buildings

The allowed building height for the site is 11.5m.



Figure 25– Building Height

(NSW ePlanning Spatial Viewer)

3.3 Floor Space Ratio

The allowed floor space ratio for the site is 1:1.



Figure 26 – Floor Space Ratio

(NSW ePlanning Spatial Viewer)

3.4 Other

The site is not identified on the following Central Coast LEP 2022 maps:

- Heritage
- Land Reservation Acquisition
- Additional Permitted Uses

The site is mapped as Class 5 for Acid Sulfate Soils.

The site is not mapped as being bushfire prone, flood prone or in a flood precinct.

The land is subject to the Resilience and Hazards State Environmental Planning Policy, 2021, and is in the mapped *Coastal Environment* area, and is not mapped in the *Coastal Use* area, or as containing, or being within a proximity area to coastal wetlands or littoral rainforest.

4. THE PROPOSAL

The proposal is for redevelopment of the Elanora Hotel site, including:

- demolition of the former motel and other structures on the site (existing bottle shop, commercial premises, car wash and car park);
- alterations and additions to extend the hotel to the north-east, along Adelaide Street, and including service areas on a part level underneath;
- a new 3 storey 60 room motel facing Brougham Street;
- a new drive-through bottle shop facing Victoria Street;
- new car parking areas across two levels at the rear of the hotel and motel; and
- new one-way access driveways to Victoria Street (in and out), Adelaide Street (in) and Brougham Street (out).

Hotel Extension

The alterations and additions extend the hotel to the north-east, along Adelaide Street, and provide additional dining and service areas, including a terrace area on the north-eastern side which will have a retractable roof (which will be permanently closed from 10pm each evening). Internal alterations are also proposed to part of the existing hotel, including changes to bar, seating, service and amenities areas, a new pedestrian entry from the internal car park, and a new children's play area. Lift and stair access is provided to the lower level, which includes service and loading areas, and provides access to the lower car parking areas and the motel.

The hotel extensions include a zero-setback adjoining the existing hotel, and then a setback of 930mm to Adelaide Street, and will be setback 30m from Brougham Street, and will sit behind the proposed motel viewed from Brougham Street.

The existing hotel has a gross floor area (GFA) of 1,144.25m², and the gross floor area of the expanded hotel is 2,300.55m², of which 1,391.9m² is traffic generating GFA, as shown on the GFA diagrams provided with the architectural plans. The hotel continues the same roof line as the existing hotel, and maximum building height will be 8.35m to the top of roof on the north-eastern side, and the north-eastern elevation has a building height of 6.92m.

The hotel extension will be constructed in a light-coloured brick finish, with vertical articulation provided along the Adelaide Street frontage.

An artist impression of the hotel extension is shown over:



Figure 27 - Artist impression of the hotel extension

(Source: Loopcreative)

Motel

The new motel contains 60 rooms over 3 storeys. At the lower level is the reception, with access to the new internal car park, and a small meeting room, office and storage areas and 13 units, including 3 DDA compliant rooms. The two levels above contain 24 and 23 rooms per floor and there are outdoor terraces provided on both levels.

The motel is setback 320mm from Brougham Street, between 1m and 2.2m from Adelaide Street, and 7.1m from the south-eastern side boundary.

The motel has a GFA of 2,471.75m², and a maximum building height of 11.16m which occurs above the lift overrun in the centre of the building. An artist impression of the motel facing Brougham Street is shown below.



Figure 28 - Artist impression of the motel facing Brougham St
Drive-through Bottle Shop

(Source: Loopcreative)

A new drive-through bottle shop is proposed to replace the existing drive-through bottle shop which is to be demolished. The bottle shop is setback 10m from Victoria Street, and has an awning extending towards Victoria Street, with a setback of 700mm. The bottle shop has a one-way flow, with 3 lanes for both drive-through and for parking and browsing.

The bottle shop has a GFA of 99m² and a maximum building height of 6.4m. An artist impression of the bottle shop facing Victoria Street is shown below.



Figure 29 - Artist impression of the bottle shop

(Source: Loopcreative)

Car Parking and Access

New car parking areas are provided on the ground and lower levels, located behind the hotel and motel, which are partly cantilevered and partly excavated to provide two levels of parking, and there is a one-way down ramp connection between the parking levels along the south-eastern boundary. There are 90 parking spaces on the lower level, and 58 parking spaces on the upper level, which is a total of 148 spaces, and short-term parking is also available in the bottle shop drive-through area. Five disabled spaces are provided and an internal drop off area for the hotel is proposed adjacent to the new main entrance on the upper level.

As detailed in the Traffic Impact Assessment Report, the application proposes the operation of a shuttle bus service. The peak operating times of the Hotel have been identified as 6.30pm to 8.30pm on Friday and Saturday nights and 12.00pm to 2.00pm on Sundays, and shuttle bus, seating up to 12 passengers, will operate from 2 hours prior to the start of the peak times to 1 hour after the peak times. Each trip will take up to 30 minutes to pick up passengers from the area bounded by West Gosford, Wyoming, Springfield, Green Point and Erina. Over a 3-hour period, the bus will complete 6 trips @12 passengers per trip, equating to 72 passengers.

An internal loading and service area is provided on the lower level, separate to the main driveway, with a one-way entry access from Adelaide Street and a one way exit to Brougham Street. The loading and access area will provide access for waste and delivery vehicles for both the hotel and

motel uses, and will remove the current keg and waste services access directly from Adelaide Street.

The proposal will reduce the number of vehicle access driveways to Victoria Street from 3 to 2, and will maintain an access driveway to Brougham Street and provide a new access to Adelaide Street.



Figure 30 - Artist impression of internal car parking and hotel entry (Source: Loopcreative)

Stormwater Management

On site stormwater management and detention is proposed in accordance with the Water Cycle Management Plan and civil engineering plans prepared by Northrop.

Landscaping

The proposal involves the removal of some minor trees on the site, and a street tree along Brougham Street, and landscaping of the site and development is proposed in accordance with the submitted Landscape Plans prepared by Taylor Brammer and including new street tree planting in both Brougham and Adelaide Streets.

Hours of Operation

The Hotel and Bottle shop will continue to trade within existing hours of operation, which are:

Hotel	Monday – Saturday 10.00am – Midnight Sunday 10.00am -10.00pm
Bottle shop	Monday – Saturday 9.00am – 11.00pm Sunday 10.00am – 10.00pm

Floor Space Ratio

The total gross floor area of the development will be 4,871.3m², as detailed below, and the floor space ratio is 0.63:1.

Component	Gross floor area
Hotel	2,300.55m ²
Motel	2,471.75m ²
Bottle shop	99 m ²
Total	4,871.3m²

The Traffic Impact Assessment Report identifies that 1,396.9m² of the hotel GFA will be traffic generating areas, with the balance being kitchen, storage, toilets, staff amenities, service, landscape and play areas.

5. PLANNING CONSIDERATIONS

5.1 Central Coast Local Environmental Plan 2022

Compliance with relevant controls in Central Coast LEP 2022 is set out in the following table:

LEP Control/ Standard	Proposed	Complies
Permissibility	The proposal is for alterations and additions to a <i>pub</i> , and new <i>hotel or motel accommodation</i> , which are both permitted uses in the E1 Local Centre zone.	Yes
E1 Zone objectives <ul style="list-style-type: none"> • To provide a range of retail, business and community uses that serve the needs of people who live in, work in or visit the area. • To encourage investment in local commercial development that generates employment opportunities and economic growth. • To enable residential development that contributes to a vibrant and active local centre and is consistent with the Council's strategic planning for residential development in the area. • To encourage business, retail, community and other non-residential land uses on the ground floor of buildings. • To encourage employment opportunities in accessible locations. • To maximise public transport patronage and encourage walking and cycling. • To minimise conflict between land uses within the zone and land uses within adjoining zones. • To encourage an increased residential population through stand alone development or as part of mixed use development in centres and other local areas where land is not otherwise required to serve local needs. • To permit residential uses while maintaining active retail, business and other non-residential uses at street level to contribute to the vitality of the area 	<p>The proposal will complement the existing use of the site as a hotel and bottle shop, and the previous use of the site as a motel, and the uses as proposed will improve the existing facilities and will serve the needs of people who live in, work in and visit the local area.</p> <p>The proposal is for commercial and tourist accommodation facilities which will increase the quality and range of services provided in the local centre, and will contribute positively to employment opportunities and economic growth.</p> <p>The site is located in an accessible location, with good road access and regular public transport bus services, and a shuttle bus service will also be provided.</p> <p>The proposal will continue and expand uses that have previously operated on the site, and regard has been had for adjoining and nearby residential properties in the design of the proposal and supporting reports including acoustic, crime prevention and social impact assessments.</p>	Yes

Clause 4.3 Height of Buildings Maximum height 11.5m	The maximum building heights are: <ul style="list-style-type: none"> • Hotel – 8.35m • Motel – 11.16m • Bottle shop – 6.4m which comply with the 11.5m height development standard	Yes
Clause 4.4 Floor Space Ratio Maximum floor space ratio 1:1	The proposal has a total gross floor area of 4,871.3m ² , which is a floor space ratio of 0.63:1 and complies with the 1:1 floor space ratio development standard.	Yes
Clause 5.3 Development near zone boundaries	The proposal is for permitted uses within the E1 zone and the proposal does not rely on this clause for any permissibility.	N/A
Clause 5.10 Heritage conservation	The site is not a heritage item or within a heritage conservation area, and is not located in proximity to any identified heritage items under the LEP.	Yes
Clause 7.1 Acid Sulfate Soils	The site is mapped as being Class 5 for Acid Sulfate Soils, and an Assessment has been undertaken by Foundation Earth Sciences confirming that the site is not impacted by Acid Sulphate Soils within the borehole locations, and that an Acid Sulphate Soil Management plan (ASSMP) is not required for the site.	Yes
Clause 7.6 Essential Services	The site is located within a commercial local centre and provided with all required services. A new substation is proposed on the site with access to Adelaide Street and details are provided on the architectural plans.	Yes

5.2 State Environmental Planning Policies

Relevant State Environmental Planning Policies (SEPPs) applying to the land and the proposal are SEPP (Transport and Infrastructure) 2021, and SEPP (Resilience and Hazards) 2021.

5.3.1 SEPP (Transport and Infrastructure) 2021 - Ch 2 Part 2.3 Division 17 Roads and Traffic Subdivision 2 (*Development in or adjacent to road corridors and road reservations*) applies to the proposal as the site adjoins and has access to Victoria Street, which is a state classified road. Compliance with the provisions in Subdivision 2 are addressed below:

Provision	Response
s.2.116 Development other than road facilities on public roads	The site adjoins a zoned road, and this section does not apply.
s.2.117 Highway service centres in road corridors	The proposal is not for a highway service centre and this section does not apply.
s.2.118 Development on proposed classified road	The proposal is not for development identified in subclause (1) and this section does not apply.
s.2.119 Development with frontage to classified road	The application is supported by a Traffic Impact Assessment addressing access to the site and impacts on the road network, including Victoria Street, and concludes that site is suitable for the proposed development in relation to the impact of traffic, car parking provision, vehicle and pedestrian access and safety considerations.

	The proposal will reduce the number of existing driveway access points to Victoria Street, and provides reasonable access to the site having regard to the size of the property, the nature of the uses and existing access provided to Victoria Street. It would not be practical or reasonable to limit access to other street frontages, which would be likely to increase traffic volumes on local streets and increase traffic along Brougham Street which has residential properties on the north-eastern side.
s.2.120 Impact of road noise or vibration on non-road development	The proposal is not for development identified in subclause (1) and this section does not apply.
s.2.121 Excavation in or immediately adjacent to corridors	Victoria Street (the Central Coast Highway) is not an identified road or project identified in subclause (1) and this section does not apply.
s.2.122 Traffic-generating development	The proposal would be classified as “any other purpose” under Schedule 3, which is likely to require referral to Transport for NSW as a development generating 50 or more vehicles per hour and with access to a classified road, The Traffic Impact Assessment identifies the proposal will generate a maximum of 50 additional vehicle trips in the peak hour, which would be spread between Victoria Street and Brougham Street.

5.3.2 SEPP (Resilience and Hazards) 2021 – Chapter 2 - Coastal Management

The site is subject to this Chapter, and is located in the mapped *Coastal Environment* area, and is not within the mapped *Coastal Use* area and is not mapped as containing, or being within a proximity area to coastal wetlands or littoral rainforest. A table outlining compliance with the SEPP is provided below:

Consideration	Compliance
Section 2.10(1) Development consent must not be granted to development on land that is within the <u>coastal environment area</u> unless the consent authority has considered whether the proposed development is likely to cause an adverse impact on the following:	
(a) the integrity and resilience of the biophysical, hydrological (surface and groundwater) and ecological environment,	The proposal will be connected to reticulated sewer and stormwater will be managed on-site in accordance with the submitted stormwater plans and management plan. Erosion and sediment controls will be in place during demolition and construction, in accordance with the submitted plans, and the proposal will not result in adverse impacts on the environment.
(b) coastal environmental values and natural coastal processes	The site is on a main road in a commercial centre and the proposal will not impact on coastal environmental values or natural coastal processes.
(c) the water quality of the marine estate (within the meaning of the Marine Estate Management Act 2014), in particular, the cumulative impacts of the proposed development on any of the sensitive coastal lakes identified in Schedule 1,	The proposal will not impact on water quality of the marine estate or any sensitive coastal lakes.

(d) marine vegetation, native vegetation and fauna and their habitats, undeveloped headlands and rock platforms,	The proposal will not impact on these.
(e) existing public open space and safe access to and along the foreshore, beach, headland or rock platform for members of the public, including persons with a disability	The proposal will not impact on public access to the foreshore.
(f) Aboriginal cultural heritage, practices and places,	An AHIMS search has been undertaken (Attachment A), and the subject land is not identified as containing or being within 50m of any Aboriginal sites or places
(g) the use of the surf zone	The proposal will not impact on any surf zone
Section 2.10(2) Development consent must not be granted to development on land to which this clause applies unless the consent authority is satisfied that:	
(a) the development is designed, sited and will be managed to avoid an adverse impact referred to in subsection (1)	The site is on a main road in a commercial centre, and the proposed uses will be consistent with current and previous use of the site, and the permitted uses in the zone. The scale, design and siting of the development is consistent with the zoning of the land and allowed development standards and will not result in adverse impacts referred to in subsection (1).
(b) if that impact cannot be reasonably avoided—the development is designed, sited and will be managed to minimise that impact	N/A – no adverse impacts
(c) if that impact cannot be minimised—the development will be managed to mitigate that impact	N/A – no adverse impacts
Section 2.12 – Development within the coastal zone generally	
Development consent must not be granted to development on land within the coastal zone unless the consent authority is satisfied that the proposed development is not likely to cause increased risk of coastal hazards on that land or other land.	The site is not subject to a <i>coastal building line</i> under Central Coast LEP or DCP and the proposal will not cause increased risk of coastal hazards on the land or other land.

5.3.3 SEPP (Resilience and Hazards) 2021 – Chapter 4 - Remediation of Land

This Chapter requires consideration and management of site contamination issues as part of the development assessment process.

The application is supported by a number of documents addressing site contamination and relevant considerations under the SEPP. These include:

- Detailed Site Investigation – Foundation Earth Sciences (May 2023)
- Additional Hazardous Ground Gas Monitoring - Foundation Earth Sciences (July 2023)
- Remediation Action Plan - Foundation Earth Sciences (July 2023)

Relevantly, the Remediation Action Plan concludes that subject to the remediation and validation works in the plan, the site will be made suitable for the proposed development.

5.3.4 SEPP (Sustainable Buildings) 2022 – Chapter 3- Non-Residential Buildings

The application is supported by a certified NABERS Embodied Emissions Materials Form, as required by the SEPP, and employs the following general sustainability measures:

- Minimisation of waste from demolition and construction, through recycling of available materials, in accordance with the submitted Waste management Plan;
- Retention and reuse of roof water, in accordance with the submitted Water Cycle Management Plan;
- Reduction in peak demand for electricity through the use of energy-efficient fittings and provision of solar panels on the roof above the motel; and
- A reduction in reliance on artificial lighting through retractable roofing above the proposed terrace area which will reduce lighting requirements.

5.3 Central Coast Development Control Plan 2022


In assessing the proposal against Central Coast DCP 2022, Section 3.42 of the *Environmental Planning & Assessment Act 1979* provides that the purpose of a DCP is to provide guidance, and section 4.15(3A)(b) of the Act provides that DCP standards are to be flexibly applied and non-compliance can be addressed through alternative solutions or addressing how a proposal otherwise achieves the objectives of the standard.

Central Coast DCP 2022 does not include specific provisions for hotels, motels or the East Gosford Local Centre, and generic requirements for commercial development are provided in Chapter 2.5 of the DCP. Other relevant DCP provisions relate to character, transport and parking, site waste management and tree and vegetation management.

5.3.1 DCP Chapter 2.5 – Commercial Development

Chapter 2.5 of DCP 2022 contains generic requirements for commercial development, as addressed in the table below.

DCP Requirement	Proposed	Consistent
2.5.2.1 Context Analysis 2.5.2.2 Site Analysis	A context and site analysis is provided as part of the architectural plans, and the proposal provides complementary development to existing development on the site.	Yes
2.5.2.3 Statement of Environmental Effects	This Statement and the accompanying Social Impact Assessment address the required matters under the DCP.	Yes

<p>2.5.3.1 Building Height</p>	<p>The proposal is wholly located below the allowed 11.5m height limit under Central Coast LEP 2022.</p> <p>The proposal does not have a zero front setback to Brougham Street, and the motel provides a highly articulated 3 storey presentation to Brougham Street, as shown in the image below, which together with new street tree planting, reduces the bulk and scale of the development viewed from Brougham Street.</p>  <p>The frontage to Brougham Street is articulated, and contains design variations and landscaping, and will be compatible with existing development on the other side of Brougham Street, as addressed against the DCP character requirements in Part 5.3.2 below.</p>	<p>Yes</p>
<p>2.5.3.1 Ceiling Heights (</p>	<p>The ceiling heights of the hotel extension are greater than 4m, which comply with part (a) and (b), and the ceiling height of the ground level service area is appropriate for the site and the development having regard to part (c).</p> <p>The motel, which is more residential than commercial in nature, has ground floor ceiling heights of 2.9m, which is reasonable for the nature of the use.</p>	<p>Yes</p>
<p>2.5.4.1 Street Setbacks</p>	<p>The hotel extension has a part zero and part 800mm to 930mm setback to Adelaide Street, the bottle shop has a setback of 10m from Victoria Street, with the awning setback 700mm, and the motel has a minimum setback of 320mm to Brougham Street and between 260mm and 2.2m from Adelaide Street.</p> <p>The proposal does not provide zero setbacks on 2 sides to the corner of Adelaide and Brougham Streets, and the motel has a lower rise presentation to this corner, with an open terrace area provided on the top level.</p> <p>The setbacks to Adelaide and Brougham Streets allow for landscaping to be provided within the site, and additional street tree planting is proposed along both street frontages as detailed in the submitted Landscape Plans.</p>	<p>Yes</p>

2.5.4.2 Side and Rear Setbacks	<p>Side setbacks to the south-east are reasonable, and meet the DCP requirements. The proposed side setbacks to the south-eastern boundary are:</p> <ul style="list-style-type: none"> • Motel - 7.15m • Bottle shop – 10.3m • Hotel extension – 46.3m 	Yes
2.5.5.1 Construction and Appearance	<p>The proposal provides appropriate building forms and materials for the nature of the development, and having regard to existing development on the site. The hotel extension minimises openings to Adelaide Street and the north-east elevation, to reduce acoustic impacts, and will be consistent with the existing hotel presentation to Adelaide Street. Facing Victoria Street, the proposed works will open up and improve the appearance of this frontage compared to existing development, and will integrate the design elements of the bottle shop with the hotel extension.</p> <p>The motel at the rear will complement the other new development on the site, and provides a quality frontage to Brougham Street, with building articulation and recessed elements, and landscaping will be provided both on site and with additional street tree planting. In particular, the motel provides an appropriate building form to the corner of Brougham and Adelaide Streets, which reduces in height and is more open in appearance.</p>	Yes
2.5.5.2 Active Frontages	<p>The proposal maintains similar active frontages to existing development on the site, and which are appropriate for the nature of the development, and having regard to existing development on the site and development on surrounding properties.</p> <p>Along Adelaide there is a fall to the north-east, such that the proposed hotel extension is elevated above the footpath level, which limits direct access. Service areas are provided below the hotel extension, which are not active uses, however these are appropriately located having regard to the servicing requirements of a large site.</p> <p>Along Victoria Street the proposal will open the site up more, improving the appearance of the site, and the new bottle shop will provide an active use along this frontage, with less building bulk overall compared to existing development.</p> <p>Along Brougham Street, which is opposite residential development, the proposal maintains a reasonable ground level presentation to the street, and contains motel uses, with pedestrian access provided to Brougham Street.</p>	Yes

2.5.5.3 Facades	The proposal provides reasonable facades to each boundary, which are appropriate for the different building forms and uses. In particular, the proposal will improve the appearance of the site viewed from Victoria Street compared to existing development, and provides a sensitive presentation to Brougham Street that will be compatible with surrounding development and will contribute to the streetscape along Brougham Street.	Yes
2.5.5.4 Awnings	The proposal maintains the existing hotel awning in Victoria Street and there will be some awning overhang at the rear of the motel.	Yes
2.5.5.5 Roof Elements	<p>The proposal provides appropriate roof forms for the building form and use of the buildings. On the hotel extension there will be a new gable frame roof, which will be operable over the terrace area, and will complement the design and appearance of the extension, and will create additional light and space within the hotel.</p> <p>The roof over the bottle shop includes an awning overhang on the south-western side facing Victoria Street, which will be appropriate for the nature of the use, and will be appropriate for the site and its setting.</p> <p>The motel has a largely flat roof, to minimise building height and bulk facing Brougham Street, and roof top solar panels are proposed.</p>	Yes
2.5.6.1 Public Domain	The proposal provides reasonable interfaces with the public domain along all street frontages, and also creates a new internal hotel entry within the site with direct access to a drop off area and internal car parking.	Yes
2.5.6.2 Shadow Diagrams	Shadow diagrams are provided as part of the architectural plans and the proposal will have reasonable shadow impacts having regard to the proposed new building forms and setbacks from surrounding development, and the zoning and applicable planning controls applying to the site.	Yes
2.5.6.3 Lighting	Additional lighting will be provided internally within the development and in accordance with CPTED recommendations, including around building access, car parking and bottle shop areas. This lighting will be largely screened from surrounding development, and any lighting along Brougham Street would be low level only, so as to not cause nuisance for any nearby properties.	Yes

2.5.7 Services	<p>The proposal includes a new service area, located below the hotel extension, which will service all development on the site. The service area has internal access for delivery and waste collection vehicles. These vehicles will enter the site from Adelaide Street, pulling into a dedicated loading and unloading driveway with rear access to the keg room, storage areas and waste bin storage. Vehicles then drive forward and exit via Brougham Street, as is shown on the swept path diagrams provided with the Traffic Impact Assessment Report.</p> <p>Stormwater management and retention is proposed, in accordance with the submitted stormwater management plan prepared by Northrop.</p> <p>A Waste Management Plan is also provided with the application, and the location of the servicing and waste storage area complies with the DCP requirements.</p>	Yes
2.5.8 Design For Safety and Security	<p>The proposal is supported by a Crime Prevention through Environmental Design Assessment Report prepared by Barker Ryan Stewart which concludes that in accordance with CPTED principles and subject to recommended strategies, the development can be managed to minimise the potential risk of crime.</p>	Yes

5.3.2 DCP Chapter 2.17 – Character and Scenic Quality

Chapter 2.17 of DCP 2022 contains Scenic Quality and Character Statements to be considered with development applications.

The site forms part of a local commercial centre, with large street frontages, and the proposal will not impact on any scenic quality landscape units identified in the DCP or supporting documents.

The site is in the East Gosford **Mainstreet Centre** character area, and the relevant character statement describes the desired future character for this area as:

“This should remain a mixed-use centre that provides a range of services to the surrounding district as well as some accommodation, where the civic-and-urban design quality of a prominent backdrop to a major arterial road in Gosford City are enhanced by new development that encourages high levels of street activity.

Protect and enhance existing levels of "main-street" activity by building forms that maintain the pedestrian-friendly scale of existing one and two storey shop-front developments, and also the current level of midday sunlight that is available along footpaths. Promote high levels of on-street activity by maximising the number of retailers or businesses and the continuity of shop-windows along all street and laneway frontages. Avoid indoor arcades that would draw people away from the street. Incorporate awnings, colonnades or balconies in all buildings to provide sheltered pedestrian settings that encourage pavement dining. Contribute to high levels of visible activity along all streets by surrounding upper storeys with balconies that encourage restaurant dining or residents' outdoor recreation.

Ensure that new developments (including alterations to existing buildings) do not dominate their low-scale residential surroundings or disrupt the established main-street development patterns of this traditional strip-shopping village.

Along all public streets and laneways, shop-front facades should have a zero setback and a maximum height of two storeys, with taller storeys set back behind terraces to maintain a pedestrian-friendly scale as well as midday sunlight along all footpaths. Vary the overall height of buildings to prevent the appearance of a continuous wall of building, and ensure that siting and form preserve levels of privacy, sunlight and visual amenity that are enjoyed by existing dwellings and their private open spaces.

Reflect the form of development that is typical of traditional mainstreet centres where a wide variety of retailers are accommodated by separate buildings upon narrow-fronted allotments. Along any street or laneway, avoid the appearance of uniform building heights. Vary the shape and height of all visible facades. Top-most storeys should be setback behind wide roof terraces, and roofs plus parapet heights should step from one building to the next. Street corners should be emphasised by taller forms. Ensure that side and rear facades match the design quality of the street frontage.

Disguise the scale and bulk of new buildings. All visible facades should employ extensive windows that are shaded by lightly-framed balconies, verandahs or exterior sunshades, plus painted finishes and some board or sheet cladding rather than expanses of plain masonry. Roofs should be gently-pitched to minimise the height of ridges, flanked by wide eaves that shade terraces and also disguise the scale of exterior walls."

The proposal is for commercial and related development in a mixed-use centre that will complement and improve the range of local services and facilities provided on the site, and will be consistent with the current and former uses of the site.

The appearance of the proposal, and is appropriate for the site which forms the southern edge of the East Gosford local centre, and will complement the existing hotel. There is no change to the dominant presentation of the hotel to the corner of Victoria and Adelaide Streets, and the extension along Adelaide Street will be compatible with the existing hotel, and has been designed to reduce acoustic impacts on surrounding properties. Along Victoria Street the proposal will visually open up this frontage compared to the existing bottle shop and run down shops, and the new bottle shop will provide increased visible activity along the street frontage, with a new bottle shop which is a stand-alone structure that complements the hotel extension and maintains good setbacks to both the hotel and the south-eastern side boundary.

Along Brougham Street, the motel provides a compatible use and development form having regard to adjacent to residential development, and has a well articulated design response that provides architectural interest and reduces building bulk. The motel provides rear car parking and access from the internal car parking area in order to reduce impacts on nearby residential properties and also maintains pedestrian access to the motel along Brougham Street.

Development opposite the motel in Brougham Street is multi dwelling housing, which is two storey, and includes raised front facades and roof elements facing Brougham Street which increase the height and appearance of the town houses facing Brougham Street. The proposed motel is below

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the allowed building height applying to the site under Central Coast LEP 2022, and the appearance of the motel will be compatible with the commercial zoning of the site, the development controls applying to the land and nearby medium density residential development.

The proposal provides reasonable street setbacks for the nature of the site and the proposed uses, and provides reasonable setbacks to the adjoining residential properties to the south-east.

5.3.3 DCP Chapter 2.13 – Transport and Parking

The application is supported by a Traffic Impact Assessment prepared by Barker Ryan Stewart, which addresses relevant considerations under this Chapter. The proposal will increase the amount of off-street car parking on the site, which will be screened from Brougham Street by the proposed motel, and will remove the current waste collection and keg deliveries which occur directly from Adelaide Street.

The Traffic Impact Assessment identifies that 200 off-street carparking spaces would normally be required under the DCP, having regard to the traffic-generating floor area of the hotel and the new motel, however this demand reduces due to dual usage of the hotel and motel, where travelling motel guests will also use the hotel dining facilities, and not generate additional parking demand, and through the implementation of a shuttle bus service to operate before, during and after peak times, which will further reduce the demand for on site car parking.

The shuttle bus service will operate in the following capacity:

- The peak operating times of the Elanora Hotel have been identified as 6.30pm to 8.30pm on Friday and Saturday nights and 12.00pm to 2.00pm on Sundays.
- The shuttle bus, seating up to 12 passengers, will operate from 2 hours prior to the start of the peak times to 1 hour after the peak times.
- Each trip will take up to 30 minutes to pick up passengers from the area bounded by West Gosford, Wyoming, Springfield, Green Point and Erina.
- Over a 3-hour period, the bus will complete 6 trips @12 passengers per trip, equating to 72 passengers.

The Traffic Impact assessment determines that dual use of the hotel and motel allows a discount of 24 hotel car parking spaces and the shuttle bus will provide transport equivalent to a further 29 car parking spaces, which reduces actual parking demand to 147 Spaces (ie 200 spaces less 24 and 29 spaces), and 148 spaces are proposed on site.

The Traffic and Parking Impact Assessment concludes that the subject site is suitable for the proposed development in relation to the impact of traffic, car parking provision, vehicle and pedestrian access and safety considerations.

5.3.4 DCP Chapter 2.14 – Site Waste Management

The application is supported by a Waste Management Plan addressing demolition and construction waste, and ongoing waste management on the site. The proposal will internalise waste collection within the site, which will occur in a dedicated collection/ loading area which will largely be screened from surrounding properties by the proposed development, and will replace part of the current collection which occurs directly from Adelaide Street.

5.3.5 DCP Chapter 3.5 - Tree and Vegetation Management

The proposal involves the removal of some minor trees on the site, and the removal of a street tree in Brougham Street which will be impacted by the proposed driveway access. These trees are addressed in the submitted Arborists Report prepared by Advanced Treescape Consulting, and replacement landscaping is proposed in accordance with the Landscape Plans prepared by Taylor Brammer, including additional street tree planting in Brougham Street and Adelaide Street. In particular, the proposal provides 6 new street trees in Brougham Street to compensate for the street tree to be removed, and this planting will also provide screening to the proposed motel facing Brougham Street.

6. CONSIDERATION OF IMPACTS OF THE DEVELOPMENT

The impacts of the proposal have been considered in the assessment against planning controls in Part 5 of the Statement, and also as follows.

6.1 Acoustic Impacts

The application is supported by an acoustic report prepared by Renzo Tonin which addresses the requirements of Liquor & Gaming NSW (L&GNSW) (for patron and music noise), the Noise Policy For Industry (for noise from mechanical plant and vehicles being driven on the site), the Road Noise Policy (for additional noise on the public roads from additional traffic generated by the development), and internal road traffic noise goals for the Motel either from SEPP (Transport and Infrastructure) or AS2107:2016, and internal patron noise goals based on existing site conditions.

The acoustic report provides a number of recommendations which will be implemented, including an acoustic fence along the south-eastern boundary, general construction requirements, and for the roofing above the hotel extension, including closing the retractable roof at 10pm.

The acoustic report concludes that subject to the recommended treatments and management controls in the report, the new uses proposed in the application will generally comply with the nominated noise emission goals, and on that basis, the use of the premise satisfies the proposed noise emission goals.

6.2 Traffic and Parking Impacts

The application is supported by a Traffic Impact Assessment prepared by Barker Ryan Stewart, which addresses relevant parking and traffic considerations under Central Coast DCP 2022 and the Transport for NSW 'Guide to Traffic Generating Developments'.

The proposal will increase the amount of off-street car parking provided on the site, and parking areas will be screened from view from Brougham Street by the proposed motel. Waste collection and deliveries will be internalised within the site, in a location that is also screened from Brougham Street.

The proposal will reduce the number of driveway access points to Victoria Street from 3 to 2, and will provide a new access driveway from Adelaide Street, and maintain an exit driveway to Brougham Street.

The Traffic Impact Assessment provides an assessment of car parking for the nature of the uses, including dual parking use for the motel and hotel, and including a bus shuttle services to be provided for hotel guests.

The Traffic and Parking Impact Assessment concludes that the subject site is suitable for the proposed development in relation to the impact of traffic, car parking provision, vehicle and pedestrian access and safety considerations.

6.3 Stormwater and Water Quality Impacts

The application is supported by a Concept Water Cycle Management Plan and concept civil stormwater plans prepared by Northrop. The Water Cycle Management Plan addresses the requirements of Chapter 3.1 of Central Coast DCP 2022, relating to Floodplain Management and Water Cycle Management, Central Coast Councils design guidelines as well as industry best practice.

The application proposes water conservation measures to reduce potable water demand by 40%, and including onsite detention, and harvesting of rainwater from the roofs for reuse for irrigation of landscaping areas and toilet flushing.

The stormwater design philosophy is based on the principle of at source treatment, to reduce conveyance infrastructure and manage water quantity and quality aspects. At a concept level the system has been designed to cater for frequent and infrequent storm events, and the assessment concludes that based investigations and concept designs, the proposed development can adequately manage and address all items surrounding stormwater runoff

6.4 Economic Impacts

Economic impacts have been considered in the Social Impact Assessment prepared by Barker Ryan Stewart as follows

It can be expected that local trade professionals will be utilised in the construction/fit out phase of the development creating a positive outcome in the short to medium term. The operation, cleaning, maintenance and other services required by all elements of the development will provide sustained, long term employment to a section of the local and wider Central Coast communities.

It can also be expected that the operation of the renovated and expanded Elanora Hotel site will require continued and increased long term employment. The proposal is also likely to generate additional evening employment opportunities within the premises and allows for business/entertainment that the residents may require.

Further opportunities can also be created in the local retail / service sector with more people, such as patrons of the new motel, spending money at cafes, restaurants and entertainment venues in the surrounding local centre. The economic multiplier effect could therefore have a reasonably positive impact on the amount of local business investment and employment in the area. The proposal could therefore have a significant positive impact on the amount of local business investment and employment in the area.

No adverse economic impacts can be expected from the proposed development. The proposal seeks the redevelopment of the site for existing uses. The expansion and rejuvenation of existing uses on site will likely generate additional spending at the development and within the surrounding locality.

The Elanora Hotel holds an existing liquor license which will be retained as part of the proposed development. As the license will remain consistent with the land use, it is expected that no additional economic impacts will be generated to surrounding licensed premises.

The proposal is expected to have a positive economic impact, through the upgrading of the existing hotel and bottle shop, and the provision of a new motel. The proposal is likely to increase spending on the site, result in additional employment at both the construction and operational stages, and is unlikely to have an adverse impact on existing commercial developments in the catchment.

6.5 Tree Impacts

The application is supported by an Arboricultural Impact Assessment prepared by Advanced Treescapes Consulting that assesses trees on the site and adjoining land, and the impacts of proposed development on the trees.

The proposal requires the removal of one street tree (Tree 9) and the trees located along Adelaide Street (Trees 1 through to 7). Trees 2 through to 7 along Adelaide Street are classed as exempt by Central Coast Council as they are within 3m of an existing building and Tree 1 lies within the proposed building footprint. The trees located in the Fire Brigade site to the east all have an existing intrusion into their tree protection zone from the current car park.

The assessment concludes that the proposed works will have an acceptable impact of trees, and it is recommended that works within the tree protection zones of Trees 12 through to 16 should be supervised by the project arborist.

Landscaping of the site is proposed in accordance with the Landscape Plans prepared by Taylor Brammer, including replacement street tree planting in Brougham Street to compensate for the street tree to be removed.

6.6 Visual Impacts

The visual impacts of the proposal have been addressed through a number of DCP considerations in Part 5 above, including character considerations, and the proposal is unlikely to result in adverse visual impacts. Along Victoria Street the proposal will open up views of the site from the main road, removing older buildings and awnings, and providing a new stand alone bottle shop structure that will complement the hotel extensions. Along Adelaide Street the hotel extension will

complement the existing hotel, and the new motel facing Brougham Street has been designed to provide a structure that is articulated and has design quality that will be compatible with nearby residential development.

6.7 Social Impacts

The application is supported by a Social Impact Assessment prepared by Barker Ryan Stewart which considers the site and location of East Gosford, the proposed development, demographic and population profiles, Council and State Government policies and strategies, and potential social impacts of the development and mitigations measures to limit or manage those potential impacts.

The Social Impact Assessment concludes that the proposal will:

- *Significantly improve the amenity of the site and surrounds by renovating or replacing the aged development on the site with improved, contemporary development that will complement the neighbourhood and generate minimal impact;*
- *Increase on-site car parking capacity and enhance pedestrian accessibility and connections through the site, thereby encouraging walkability and limiting the burden of the development on residential street parking in the locality;*
- *Not generate any direct adverse impacts on local housing supply or diversity, whilst providing purpose-built motel accommodation in an amenable location;*
- *Allow social groups and members of the community to remain in the locality and inject funds into the local area;*
- *Maintain commercial, entertainment and tourism facilities in the locality;*
- *Contribute to revitalising the local East Gosford commercial centre along York Street and Victoria Street through redevelopment, increased parking, and increased local employment in proximity to housing; and*
- *Generate economic benefits by creating employment opportunities during the construction, cleaning / maintenance, and ongoing operation phases.*

Overall, it is considered that the proposal will generate positive social impacts for the local community with the implementation of CPTED recommendations, operational measures and measures identified in Section 7 of the Social Impact Assessment.

6.8 Crime and Safety Impacts

The application is supported by a Crime Prevention through Environmental Design (CPTED) Assessment prepared by Barker Ryan Stewart. The assessment has been prepared in accordance with the CPTED guidelines prepared by NSW Police in conjunction with the Department of Planning, and considers potential crime risk caused by the proposed alterations and additions to the existing Elanora Hotel and identifies.

The CPTED Assessment confirms that the development can be managed to minimise the potential risk of crime, having regard to the CPTED principles. The Assessment makes a number of recommendations, which will be implemented, as below:

Surveillance

- *Lighting: Perimeters, entrances, car parks, hallways and stairwells should be well lit in accordance with Australian Standards. All lighting should be vandal resistant;*
- *Natural Surveillance: Promote natural surveillance of the streetscape and internal car parks via balconies and glazing. Entries to buildings should have transparent doors and glazing to facilitate identification of persons entering the site;*
- *Landscaping: maintain sight lines whenever possible via effective landscaping. When selecting vegetation, consideration should be given to future maintenance and the possibility of areas becoming entrapment sites;*
- *CCTV: CCTV should be installed throughout the buildings and site in key locations;*
- *Security: Engage an onsite security team to manage entry to the hotel premises, monitor CCTV and undertake regular inspections.*
-

Access Control

- *Landscaping: Avoid planting large trees adjacent to buildings to prevent use of 'natural ladders' for access to terraces and guest balconies. Plantings should be maintained;*
- *Internal Communal Areas: these areas should be clearly designated;*
- *Controlled Access: Swipe cards/pin codes or similar should be used within the Motel for entry to building, communal areas and motel rooms;*
- *Signage: Provide signage identifying restricted and monitored areas;*
- *Security: Ensure use of high quality locking systems, reinforced glass, signage and stickers identifying CCTV and areas proposed for secure access.*

Territorial Reinforcement

- *Landscaping: Engage a landscape contractor to maintain perimeter landscaping to ensure the public to semi private to private landscape delineation can be easily observed;*
- *Signage and Wayfinding: Provide signage for any visitors to the site which outlines access control measures, emergency evacuation measures and procedures.*
- *Alarm: Consideration should be given to the installation of an alarm and dedicated CCTV system.*

Space/Environmental Management

- *Ensure the site and surrounding area is kept clean, damages are repaired immediately and graffiti is removed as quickly as possible; and*
- *Implement an ongoing maintenance plan.*

6.9 Privacy Impacts

The proposal is unlikely to result in adverse privacy impacts internally within the site, or for surrounding development. The hotel extension minimises external windows and openings to reduce acoustic impacts, and this in turn reduces privacy impacts for commercial development to the north-west, on the other side of Adelaide Street, for the rear of the motel units to the north-east, and the extension is otherwise well setback and separated from residential properties to the south-east. A 2.2m acoustic fence is proposed along the south-eastern side boundary to adjoining residential properties, and this will also provide some visual screening to adjoining development, including from the upper level car parking and bottle shop areas.

The proposed motel is located opposite residential development on the other side of Brougham Street and also the adjoining fire station to the south-east. Brougham Street provides a buffer between the motel and townhouses to the north-east, with a distance of 27m between the motel and the front façade of the townhouses. This separation reduces privacy and overlooking impacts to the north-east, and the nature of the motel use is for short term accommodation, which is likely to result in lesser privacy impacts compared to permanent accommodation. There are very narrow Juliet balconies provided for some motel units, which are unlikely to be able to accommodate tables and chairs, and the outdoor terrace areas are recessed behind the front building line and include perimeter landscaping. On the south-eastern side of the motel, openings have been minimised to reduce privacy impacts.

6.10 Overshadowing Impacts

The application is supported by shadow diagrams submitted as part of the architectural plans, and the proposal will have reasonable shadow impacts having regard to the proposed new building forms and setbacks from surrounding development, and the zoning and applicable planning controls applying to the site.

6.11 View Impacts

The proposal remains below the allowed height limit and Floor Space Ratio applying to the site, and is unlikely to have any impacts on views.

7. SECTION 4.15 CONSIDERATIONS

The following assessment addresses the matters required to be considered under Section 4.15 of the *Environmental Planning & Assessment Act 1979*.

(1) Matters for consideration—general

In determining a development application, a consent authority is to take into consideration such of the following matters as are of relevance to the development the subject of the development application:

(a) the provisions of:

(i) any environmental planning instrument

Comment: the proposal has been considered against Central Coast LEP 2022 and relevant State Environmental Planning Policies, including Chapter 2 of SEPP (Transport and Infrastructure) 2021, and complies with all relevant requirements;

(ii) any draft environmental planning instrument that is or has been placed on public exhibition and details of which have been notified to the consent authority (unless the Director-General has notified the consent authority that the making of the draft instrument has been deferred indefinitely or has not been approved)

Comment: There are no draft environmental planning instruments that impact on the site or the proposal.

(iii) any development control plan

Comment: the proposal has been assessed against the Central Coast LEP 2022, and is generally consistent with DCP requirements, with a substantiated variation to car parking requirements as addressed in the submitted Traffic Impact Assessment;

(iiia) any planning agreement that has been entered into under section 93F, or any draft planning agreement that a developer has offered to enter into under section 93F

Comment: There are no planning agreements relevant to the subject land or the proposal.

(iv) the regulations (to the extent that they prescribe matters for the purposes of this paragraph), that apply to the land to which the development application relates

Comment: The proposal is not inconsistent with any matters prescribed in the regulations, and demolition will be carried out in accordance with the demolition plan submitted with the architectural plans, the submitted Waste Management Plan and all demolition will be carried out in accordance with AS 2601-1991 The Demolition of Structures.

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

Comment: The proposal is unlikely to result in any adverse environmental impacts, as addressed in this Statement and supporting reports, and is likely to result in positive social

and economic impacts through the updating of facilities on the site and subject to the recommendations of the submitted Social Impact and CPTED Assessments.

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

Comment: The site is suitable for the proposed development, given its size, frontages, zoning and current use as a hotel.

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

Comment: This is a matter for Council to consider once the application is notified.

(e) *the public interest*

Comment: the proposal will result in an expansion and improvement in the facilities and services provided on the site, which is in the public interest, and the impacts of the development have been considered and addressed in this Statement and supporting reports.

8. CONCLUSION

In conclusion, the proposal is for demolition of the existing motel and structures other than the hotel, an extension of the hotel to the north-east, refurbishment of the existing hotel, relocation of the bottle shop, a new motel along Brougham Street, and associated car parking and vehicular access.

The proposal is permitted in the E1 Local Centre zone under Central Coast LEP 2022, and will be consistent with the objectives of the E2 zone and complies with all required development standards under the LEP. The proposal is appropriate for the site, and compliance with relevant requirements and objectives of Central Coast DCP 2022 has been addressed, including a substantiated variation for car parking as addressed in the Traffic Impact Assessment.

The proposal is accompanied by a number of technical assessments which support the proposal, and provide recommendations for measures to reduce the impacts of the proposal.

An assessment of the proposal has been carried out pursuant to Section 4.15 of the *Environmental Planning & Assessment Act 1979*, which supports the proposal, and it is recommended that Council approve the application.

Attachment A – AHIMS Search Results



AHIMS Web Services (AWS) Search Result

Your Ref/PO Number : 29 Victoria

Client Service ID : 822593

Coastal Planning and Consulting

Date: 22 September 2023

Suite 2.08 4 Ilya Ave

Erina New South Wales 2260

Attention: Michael Leavey

Email: michael@coastalconsulting.com.au

Dear Sir or Madam:

AHIMS Web Service search for the following area at Lot : 7, DP:DP658304, Section : - with a Buffer of 50 meters, conducted by Michael Leavey on 22 September 2023.

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



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

0	Aboriginal sites are recorded in or near the above location.
0	Aboriginal places have been declared in or near the above location. *



AHIMS Web Services (AWS) Search Result

Your Ref/PO Number : 41 Victoria

Client Service ID : 822594

Coastal Planning and Consulting

Date: 22 September 2023

Suite 2.08 4 Ilya Ave

Erina New South Wales 2260

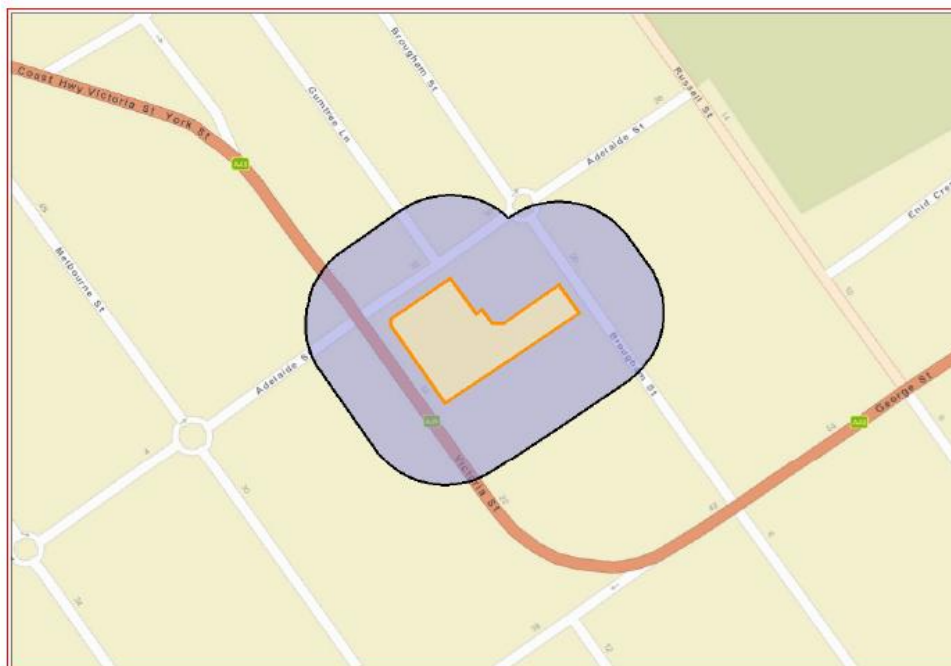
Attention: Michael Leavey

Email: michael@coastalconsulting.com.au

Dear Sir or Madam:

AHIMS Web Service search for the following area at Lot : 15, DP:DP1061216, Section : - with a Buffer of 50 meters, conducted by Michael Leavey on 22 September 2023.

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



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

0	Aboriginal sites are recorded in or near the above location.
0	Aboriginal places have been declared in or near the above location. *



AHIMS Web Services (AWS) Search Result

Your Ref/PO Number : 27 Adelaide

Client Service ID : 822599

Coastal Planning and Consulting

Date: 22 September 2023

Suite 2.08 4 Ilya Ave

Erina New South Wales 2260

Attention: Michael Leavey

Email: michael@coastalconsulting.com.au

Dear Sir or Madam:

AHIMS Web Service search for the following area at Lot : 2, DP:DP1016073, Section : - with a Buffer of 50 meters, conducted by Michael Leavey on 22 September 2023.

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



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

0	Aboriginal sites are recorded in or near the above location.
0	Aboriginal places have been declared in or near the above location. *



AHIMS Web Services (AWS) Search Result

Your Ref/PO Number : 27A Adelaide

Client Service ID : 822600

Coastal Planning and Consulting

Date: 22 September 2023

Suite 2.08 4 Ilya Ave

Erina New South Wales 2260

Attention: Michael Leavey

Email: michael@coastalconsulting.com.au

Dear Sir or Madam:

AHIMS Web Service search for the following area at Lot : 3, DP:DP1016073, Section : - with a Buffer of 50 meters, conducted by Michael Leavey on 22 September 2023.

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



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

0	Aboriginal sites are recorded in or near the above location.
0	Aboriginal places have been declared in or near the above location. *



AHIMS Web Services (AWS) Search Result

Your Ref/PO Number : 16 Brougham

Client Service ID : 822601

Coastal Planning and Consulting

Suite 2.08 4 Ilya Ave

Erina New South Wales 2260

Attention: Michael Leavey

Email: michael@coastalconsulting.com.au

Date: 22 September 2023

Dear Sir or Madam:

AHIMS Web Service search for the following area at Lot : 7A, DP:DP365458, Section : - with a Buffer of 50 meters, conducted by Michael Leavey on 22 September 2023.

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



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

0	Aboriginal sites are recorded in or near the above location.
0	Aboriginal places have been declared in or near the above location. *



AHIMS Web Services (AWS) Search Result

Your Ref/PO Number : 20 Brougham

Client Service ID : 822602

Coastal Planning and Consulting

Date: 22 September 2023

Suite 2.08 4 Ilya Ave

Erina New South Wales 2260

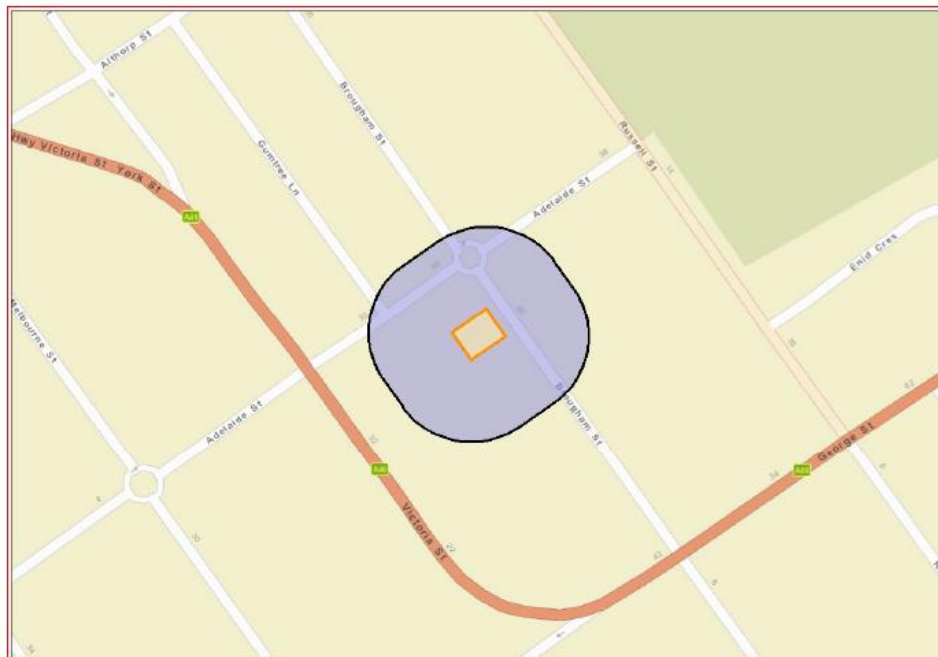
Attention: Michael Leavey

Email: michael@coastalconsulting.com.au

Dear Sir or Madam:

AHIMS Web Service search for the following area at Lot : 4, DP:DP1016073, Section : - with a Buffer of 50 meters, conducted by Michael Leavey on 22 September 2023.

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



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

0	Aboriginal sites are recorded in or near the above location.
0	Aboriginal places have been declared in or near the above location. *