



Statement of Environmental Effects


Mixed Use Light Industrial
Park & Community Title
Subdivision

Part of Lot 1 in DP 880254
27 Sunny Bank Road, Lisarow NSW 2250

Submitted to Central Coast Council
On Behalf of Palladium Property Services Pty Ltd

JULY 2020

REPORT REVISION HISTORY

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		Prepared by Lydia Kuczera <i>Project Planner</i>	Verified by Garry Fielding <i>Director, Major Projects</i>
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		Prepared by Lydia Kuczera <i>Project Planner</i>	Verified by  Garry Fielding <i>Director, Major Projects</i>

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APPENDICES

Appendix	Document	Prepared by
1	Architectural Plans	BHI Architects
2	Architectural Design Statement	BHI Architects
3	Landscape Plans	Xeriscapes
4	Water Sensitive Urban Design Strategy Report	ACOR Consultants
5	Civil Drawings	ACOR Consultants
6	Subdivision Plans	Project Surveyors
7	Acoustic Assessment	Acoustic Dynamics
8	Assessment of Traffic and Parking Implications	Transport and Traffic Planning Associates
9	Bushfire Assessment	Peterson Bushfire
10	Threatened Biodiversity Assessment Report	Conacher Consulting
11	Arboricultural Impact Assessment	Advanced Treescape Consulting
12	Report on Geotechnical Assessment	JKGeotechnics
13	Preliminary Site Investigation	JKEnvironments
14	Due Diligence Report for Aboriginal Objects	Conacher Consulting
15	Operational & Construction Waste Management Plan	Waste Audit and Consultancy Services
16	Access Report	Code Consulting Group
17	BCA Design Compliance Report	MBC
18	Full Estimate Summary	MBM Pty Ltd
19	Pre DA Meeting Minutes (August 2019)	Central Coast Council
20	Pre DA Meeting Minutes (December 2019)	Central Coast Council

1. INTRODUCTION

This Statement of Environmental Effects (SEE) has been prepared for Palladium Property Services Pty Ltd by City Plan Strategy and Development Pty Ltd (City Plan) to accompany a Development Application (DA) to Central Coast Council. The site is located at **No. 27 Sunny Bank Road, Lisarow**, and is legally described as Part of Lot 1 in DP 880254 ('the subject site').

This SEE has been prepared pursuant to Section 4.12 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and Clause 50 of the *Environmental Planning and Assessment Regulation 2000*. The purpose of this SEE is to:

- describe the proposed development and its context;
- assess the proposal against the applicable planning controls and guidelines; and
- assess the potential environmental impacts and mitigation measures

A detailed description of the proposal is provided in Section 3 of this SEE. In summary, the proposal is for a Mixed Use Light Industrial Park comprising the following key features:

- Site preparation works including vegetation removal and earthworks;
- Eight separate one, two and three storey buildings, within two 'zones', constructed over seven stages as follows:
 - 'General Industries Zone' (Stage 1):
 - Building A comprising 26 car spaces and plant/service rooms at basement level; two trade units with mezzanine storage areas, a neighbourhood shop, café, restaurant and amenities at ground level; and a gymnasium at level 1;
 - Building B comprising 17 car spaces; two trade units with mezzanine storage areas and amenities at basement level; a veterinarian hospital, management office and plant/service rooms at ground level; and a 90-proposed place childcare centre with outdoor play areas at levels 1 and 2;
 - 'Warehouse Zone' (Stages 2-7):
 - Building C (Stage 2) comprising four small storage units at ground level with mezzanine areas;
 - Building D (Stage 2) comprising seven small warehouse units and three larger warehouse units at ground level, all with mezzanine areas;
 - Building E (Stages 3-4) comprising 16 small warehouse units at ground level with mezzanine areas;
 - Building F (Stage 5) comprising six small warehouse units and three larger warehouse units at ground level, all with mezzanine areas;
 - Building G (Stage 6) comprising two small warehouse units, eight storage units, and three larger warehouse units at ground level, all with mezzanine areas;
 - Stage H (Stage 7) comprising two medium to large warehouse units;
- Business identification signage in the form of two pylon signs;
- Site landscaping including a 10m wide revegetated corridor along the western boundary;
- Vehicular access, parking and loading facilities;
- Associated infrastructure and utility works; and
- Community Title Subdivision and associated strata arrangement.

The development is designed to function as an employment destination hub, offering a range of employment and business opportunities supported by recreational and service facilities to meet the needs of site users and the local community.

The DA has a capital investment value of \$35,066,012.00, and will be determined by the Hunter & Central Coast Regional Planning Panel.

The application is Integrated Development for the purposes of Section 4.46 of the EP&A Act, as it requires approval under section 100B of the *Rural Fires Act 1997*. Bushfire matters are discussed in Section 6.5.1 of this SEE.

Pre-lodgement meetings were held with senior staff of Central Coast Council's Development Assessment Section on 19 August and 13 December 2019. Key issues discussed during these meetings included vehicular access and circulation, car parking and traffic impacts; potential impacts upon adjoining residential development; drainage and stormwater; and tree removal and landscaping. Subject to addressing issues raised by Council officers at the pre-lodgement meeting, we understand that Council is generally supportive of the proposal. Careful consideration has been undertaken by the applicant to ensure all relevant matters raised by Council are adequately considered, justified or resolved in the submitted development scheme.

This SEE demonstrates the proposal is consistent with the relevant statutory controls. In particular, the proposed land uses are permissible with consent within the IN1 General Industrial zone under the *Gosford Local Environmental Plan 2014*.

The SEE includes a comprehensive assessment of environmental impacts of the proposal. Where potential impacts and constraints are identified, measures are proposed to mitigate any harm to the natural environment as well as the amenity of existing and future development throughout the locality. Our assessment concludes that the proposal is of an appropriate scale and mass and is consistent with the character of the area. It will have no unacceptable amenity impacts upon nearby residential development, nor any adverse impacts upon the natural environment, including through the provision of a native vegetation corridor along the western boundary. The proposal will have numerous positive social and economic impacts, and is in the public interest. Accordingly, City Plan is supportive of the development proposal.

2. SITE ANALYSIS

2.1. Regional Context

The subject site is in the central-eastern part of the Central Coast Local Government Area (LGA). The *Central Coast Regional Plan 2036* (CCRP) identifies that the LGA is experiencing substantial population growth, being at the centre of the State's fastest growing corridor, Sydney to Newcastle, where the population is estimated to grow to 1.1 million by 2036.

Lisarow benefits from good access to the Main Northern Rail Line and M1 Pacific Motorway, the main vehicular transportation route along the east coast of NSW. These transport routes provide access to key centers including Newcastle Central Business District (CBD) and Sydney CBD, both approximately 80km away.

Lisarow also has convenient connections to the Gosford CBD (approximately 6.5km away) and the Region's Southern and Northern Growth Corridors which both link important employment lands. Under the CCRP, these corridors will support future jobs, services and business growth.

The site's regional context and transport connections to key centres is demonstrated in Figure 1.

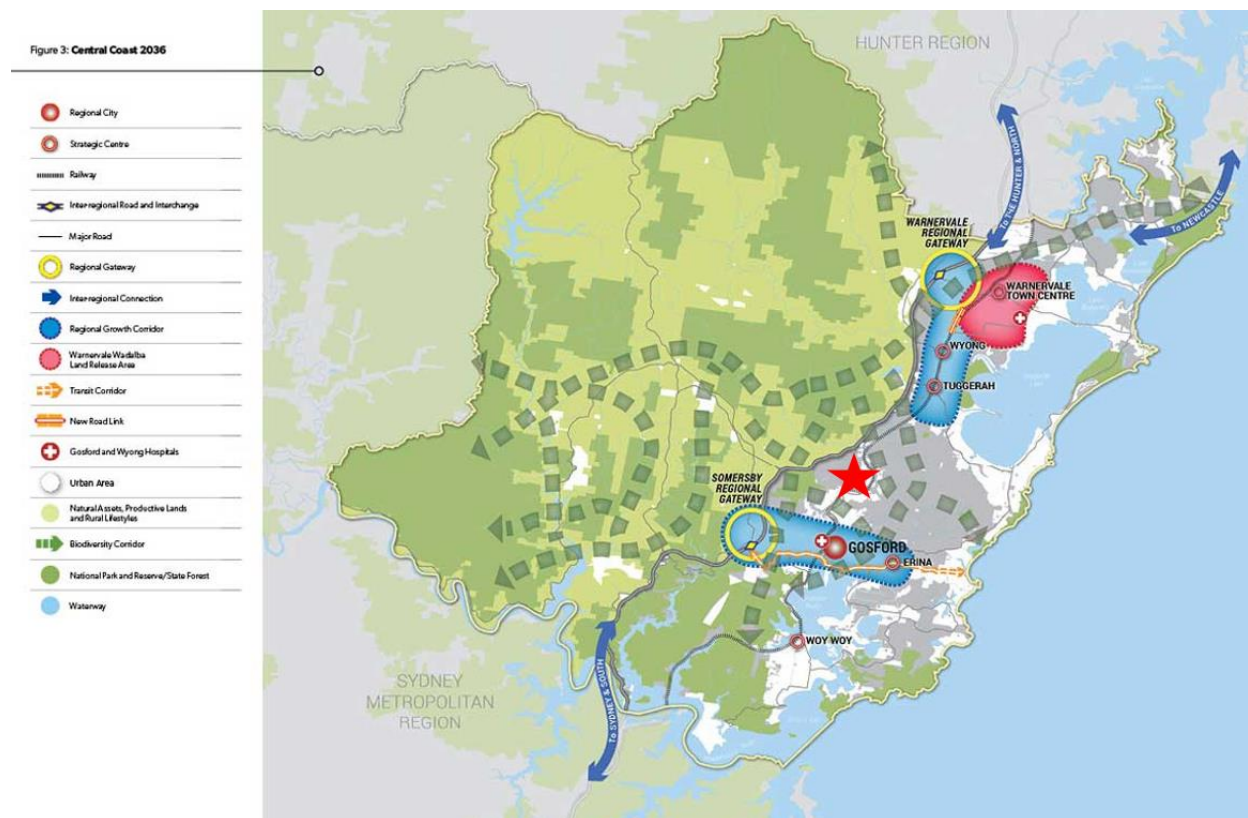


Figure 1: Regional context plan, with the site's location indicated by red star (Source: CCRP)

2.2. Local Context

The subject site is located in the western extent of an established industrial area in Lisarow which spans either side of Railway Crescent and the Main Northern Rail Line, to the north of the Pacific Highway. The

immediately surrounding area is predominantly characterised by low-intensity industrial development, with the exception of the Niagara Park residential suburb to the west.

Niagara Park Rail Station is approximately 500m by road to the south-west of the site and access to the Pacific Highway via Railway Crescent is approximately 1.8km to the south-east of the site.

The site's local context is demonstrated in Figure 2.

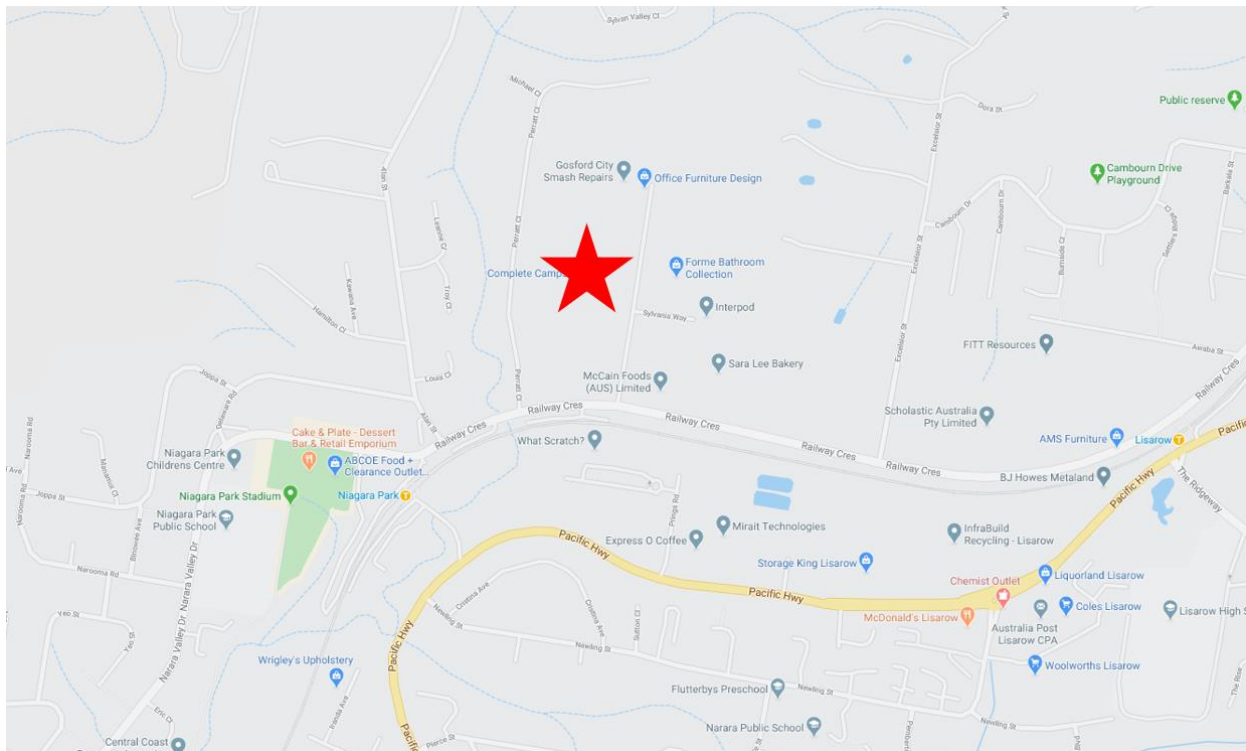


Figure 2: Local context plan, with the site's location indicated by red star (Source: Google Maps)

2.3. Site Details

The subject site is legally described as Part of Lot 1 in DP 880254, located at 27 Sunny Bank Road, Lisarow. An aerial photograph and map view of the subject site is provided at Figures 3 and 4, respectively. A Site Plan is provided at Appendix 1 and is extracted in Figure 5.

The existing allotment (Lot 1 in DP 880254) is the subject of an approved One into Two lot Torrens Title subdivision (refer to Section 2.4 for further details). This subdivision divides the subject site (Lot 11) from the adjacent warehouse buildings and associated carparking (Lot 10). At the time of writing, the subdivision has not been registered.

The subject site's key attributes and constraints are summarised below.

- **Site Details:** The subject site is a rectangular-shaped parcel of land with an area of approximately 3.096ha. It has a frontage to Sunny Bank Road, a local access cul-de-sac, of approximately 189m and a common boundary with Lot 10 of approximately 163m.
- **Existing Use and Improvements:** The majority of the site is currently vacant and grassed with scattered trees clustered predominately along the western boundary. It is currently used for low intensity cattle grazing, with a mains water feed trough located in the northern section of the site. A fenced-off hardstand area along the southern boundary of the site was previously utilised as external

storage space by the adjoining modular homes construction business. No formal vehicle or pedestrian access is currently available to the site, however an igneous cobble driveway had been constructed in the central section of the site's frontage to Sunny Bank Road. Chainwire fencing demarcates the site's boundaries.

- **Utilities and Easements:** Overhead powerlines run adjacent to back of kerb along Sunny Bank Road. This site is currently serviced by electricity, telephone, water and sewer.

An existing storm water easement, to the benefit of Lot 10, is located at the north-east (Sunny Bank Road) boundary. An existing sewer and stormwater easement is located along the southern boundary.

- **Topography:** The site slopes to the south and south-west at an average of approximately 6° with steeper slopes up to approximately 11° at the northern end, grading down to a relatively flat area at the southern end. A previous excavation up to approximately 4m (RL 32.45m AHD) below adjacent ground levels has been formed below the central portion of the northern boundary and sloped down to the south between approximately 35° and 80°. A fill mound up to a maximum height of approximately 5m (RL 36.4m AHD) above adjacent ground levels is in the north-eastern corner of the site. Overall, existing site levels range from RL 36.51m AHD at the northern end to RL 18.21m AHD in the southern end.
- **Vegetation:** the site contains 25 remnant native woodland tree species, predominantly in the western part of the site, and cleared pastureland dominated by exotic grasses.
- **Key Environmental Constraints:** Key environmental features and constraints of the site are as follows:
 - The site is mapped as containing Class 5 Acid Sulfate Soils.
 - A Preliminary Site Investigation identified low concentrations of contaminants in soil samples and an isolated fibre-cement fragment within the site. Despite the site's current and historical agricultural use, no evidence of gross contamination was identified (see Appendix 13 and Section 6.5.1 of this SEE for further details).
 - The subsurface conditions encountered during the site investigation were considered 'typical' for the region, and no particular issues of geotechnical concern were identified. Standing groundwater was measured at RL 5.6m AHD, approximately 13m below the lowest existing ground level (see Appendix 12 and Section 6.5.1 of this SEE).
 - The land is classified as 'bushfire prone land', as the site contains areas of 'Vegetation Buffer' and a small strip of 'Vegetation Category 1' along the western boundary (see Appendix 9 and Section 6.5.1 of this SEE).
 - Advice from Council indicates the road reserve to the south-east of the site is affected by flooding from Narara Creek. Flows would be contained within the road reserve provided appropriate rollover transitions are provided.
 - The site is not within a proclaimed Mine Subsidence District.

The above constraints are considered to be readily manageable through the design process, as demonstrated throughout Section 6 of this SEE.

- **Zoning:** The site is zoned IN1 General Industrial under the *Gosford Local Environmental Plan 2014* (GLEP), as shown in Figure 16 of this SEE.



Figure 3: Aerial view, subject site outlined in red (Source: Nearmap)

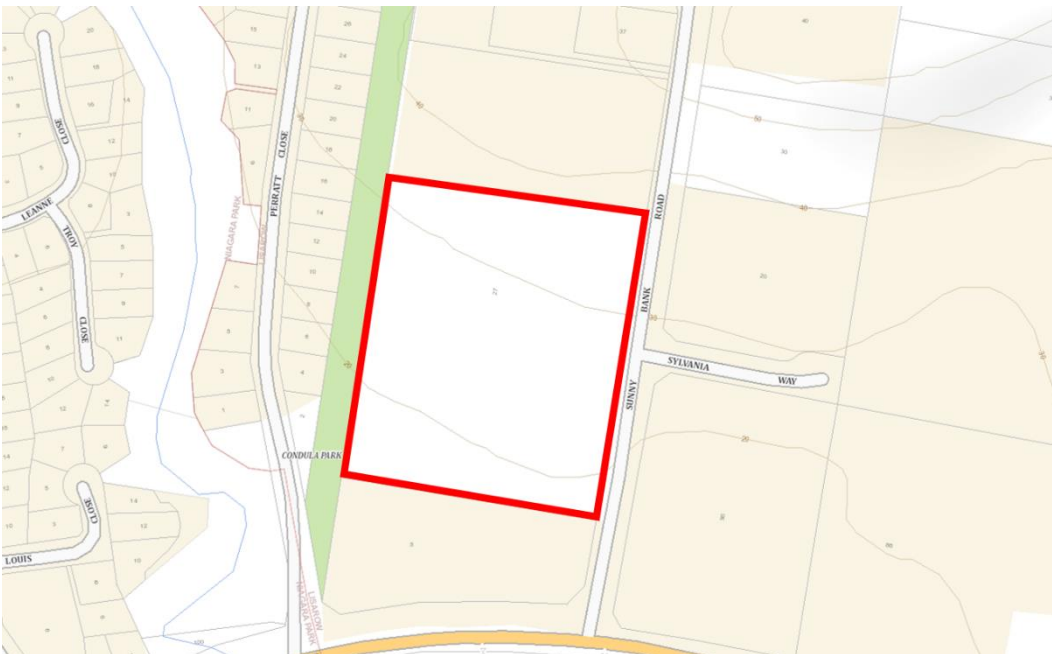


Figure 4: Street map view, subject site outlined in red (Source: Six Maps)

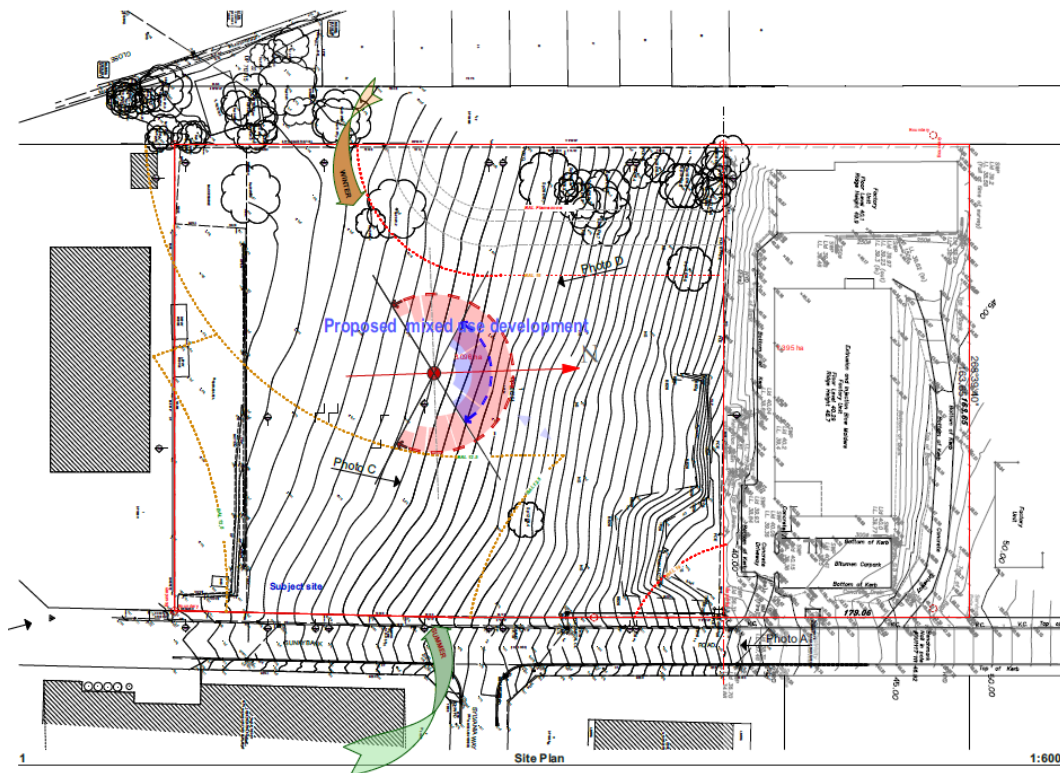


Figure 5: Site Plan (Source: BHI Architects)

2.4. Site Photographs

Views of existing development within the subject site are provided in the photographs following.



Plate 1: View of site's frontage to Sunny Bank Road, and surrounding development, looking south-west (Source: BHI Architecture)



Plate 2: View of site's frontage to Sunny Bank Road, looking south-west



Plate 3: View of site's northern boundary (common boundary with Lot 10), looking west



Plate 4: View of site and adjoining modular home business to the west, looking south (Source: BHI Architecture)



Plate 5: View of site and corridor of remnant native vegetation to the rear, looking west (Source: BHI Architecture)

2.5. Development History

Central Coast Council's records contain eight development and/or building applications relating to Lot 1 in DP 880254. Key applications include:

- DA30805/2006 - Storage of relocatable homes. Approved 15 January 2007.
- DA56751/2019 - Proposed Two Lot Subdivision. Approved 13 August 2019, modified 23 June 2020. The following conditions of this consent are of particular relevance:
 - Condition 2.3 - requiring a 10m wide Vegetation Filter Strip along the entire western boundary of Lot 11.
 - Condition 2.5 - requiring rectification works required for the on-site detention system within Lot 10 prior to issuing of a Construction Certificate.
 - Condition 4.6 - requiring the planting of a minimum of 18 endemic trees in a linear strip along the Sunny Bank Road frontage.

These conditions are considered in Section 3 of this SEE, as relevant to the current proposal.

2.6. Surrounding Development

Existing development in the vicinity of the subject site is described below.

- North: Two large freestanding industrial warehouses with associated at-grade car parking directly adjoin the site to the north, located within Lot 10. These warehouses are utilised by a camper trailer manufacturer and retailer. Several industrial premises are located further north, including a powder coater and smash repairer.

- East: To the east of the site, beyond Sunny Bank Road, is a large industrial area that includes various industrial units and a large industrial complex occupied by McCain Foods. An Australia Post delivery centre is located to the north-east of the site, at the northern end of Sunny Bank Road.
- South: A large warehouse with associated at-grade storage and car parking areas directly adjoins the site to the south. These premises are currently occupied by a modular housing manufacturer. Beyond the adjoining site is Railway Crescent and the Main Northern Rail Line.
- West: Detached dwelling houses fronting Perratt Close are located to the west of the site beyond a corridor of remnant native vegetation. This corridor of land (unformed former Gavenlock Road) is owned by Central Coast Council and includes 'Condula Park' and associated playground equipment to the south-west of the site.

Photographs showing views of the local area are provided below.



Plate 6: View of adjoining development to the north (Lot 10), looking south-west



Plate 7: View of adjoining development to the north (Lot 10), looking west



Plate 8: View of 'Condula Park' to the south-west of the site, looking east (Source: Google Street View)



Plate 9: View of dwelling houses fronting Perratt Close to the west of the site (separated from the site by a corridor of remnant native vegetation), looking east (Source: Google Street View)

3. DESCRIPTION OF DEVELOPMENT

3.1. Overview

The proposal is for a Mixed Use Light Industrial Park, encompassing the construction of eight separate one, two and three storey buildings within two 'zones' over seven stages. The 'General Industries Zone' (generally Stage 1) will serve as the main entry point to the site, providing a variety of compatible business, community and recreational activities within two buildings above basement car parking. The six proposed buildings within the 'Warehouse Zone' (generally Stages 2-7) will accommodate self-storage units and a mixture of small, medium and large warehouse units with ancillary office components. These buildings provide a range of floor plate sizes and ceiling heights to accommodate a range of light industrial activities.

The development is arranged into three main terraced levels running east to west, each supported by waste, loading and parking facilities. Vehicular access is proposed via two separate driveway crossings to Sunny Bank Road, due to the distinctly different user groups and access requirements. The northern driveway provides access to the upper industrial area for all vehicles and the southern driveway provides the main site entry and access to the basement parking.

Enhancement landscaping is proposed throughout the site, including a revegetated corridor along the western boundary. A pylon sign displaying business identification for each zone is proposed at the access driveways.

A Community Title Subdivision is also proposed, with associated strata arrangements for the allocation of services, car parking and loading.

The development will be constructed over seven stages, however this is not a Concept/Staged DA pursuant to Section 4.22(1) of the *Environmental Planning & Assessment Act 1979*.

The proposed development has been sited and designed to respond to a number of key considerations including the site's sloping topography; adjoining residential development to the west; and the site's bushfire constraints and ecological values; the Gosford DCP controls and character statements; environmental amenity for future users of the childcare centre; and specific advice obtained from Council's Development Assessment Section.

Further details of the proposal are provided in the following sections. Refer to the Architectural Plans and Architectural Design Statement prepared by BHI Architects at Appendices 1 and 2, respectively, for further detail.

3.2. Site Preparation

3.2.1. Demolition

It is proposed to remove existing site fencing and hardstand areas in the southern part of the site.

3.2.2. Tree Removal

Sixteen (16) trees within the site are proposed to be removed due to their location in relation to the proposed buildings and associated infrastructure. Of the trees to be removed, 14 are *E. saligna* (Sydney Blue Gum), two are *Elaeocarpus reticulatus* (Blueberry Ash) and two are *Syncarpia glomulifera* (Turpentine).

Importantly, it is proposed to retain and protect 12 native trees (all *E. saligna*) within the western setback and adjoining Council-managed easement. Protection measures for these trees, including Tree Protection Zones, are outlined in the Arboricultural Impact Assessment at Appendix 11 and the Landscape Plans at Appendix 3.

Figure 6 has been extracted from the Landscape Plans and identifies the locations of the trees which are to be removed and retained as part of this application. Additional details are provided in Section 6.3.1 of this SEE.

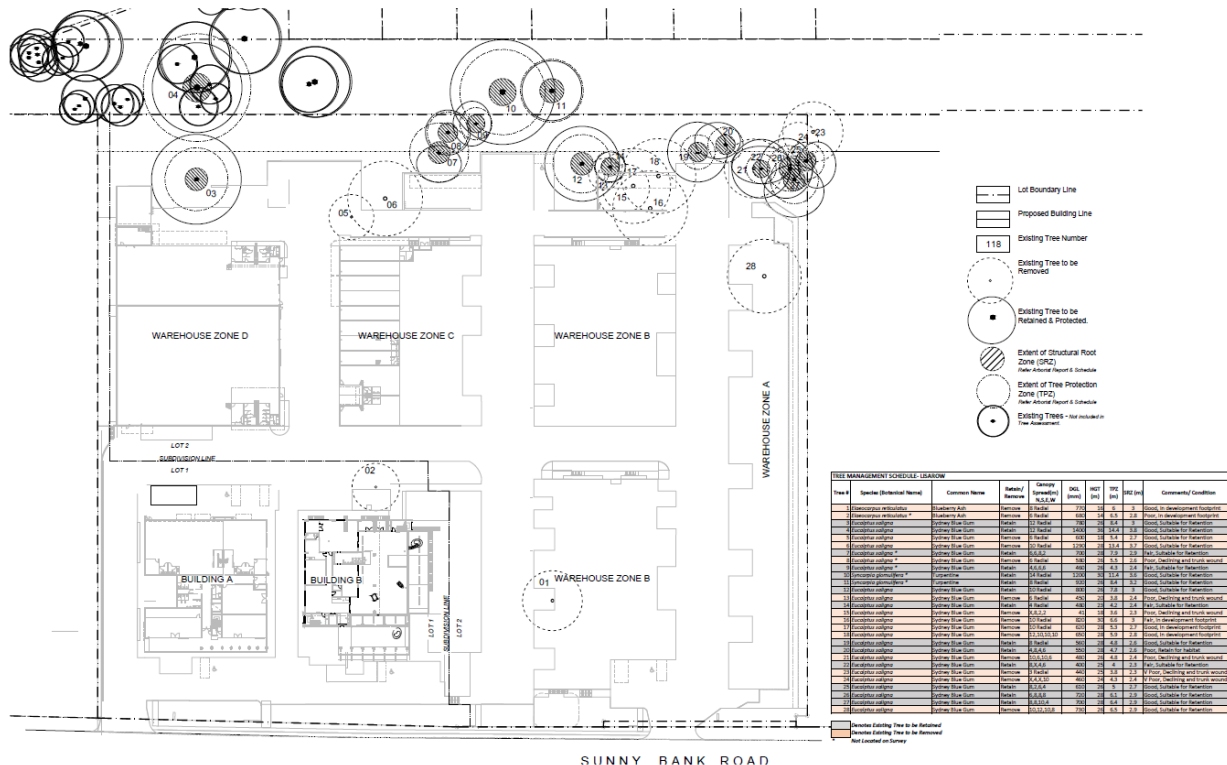


Figure 6: Extract of Tree Management Plan (Source: Xeriscapes)

3.2.3. Earthworks

Bulk earthworks are proposed across the site to provide for the basement areas, new access roadways, level building footprints and hardstand areas, as well as the installation of required service and drainage infrastructure.

The Site Sections included in the Architectural Plans at Appendix 1 and extracted in Figure 7 indicate the proposed levels relative to existing ground levels. The finished floor level (FFL) of the new buildings will be between RL18.5m (Building A) and RL30.75m (Building E). Due to the sloping nature of the site, earthworks will be required up to a maximum height/depth of between approximately 3.5m (fill), predominantly in the southern and western parts of the site, and to a maximum height/depth of 6m (cut), predominantly in the northern and eastern parts of the site. Locally deeper excavations would be required for lift shafts and footings.

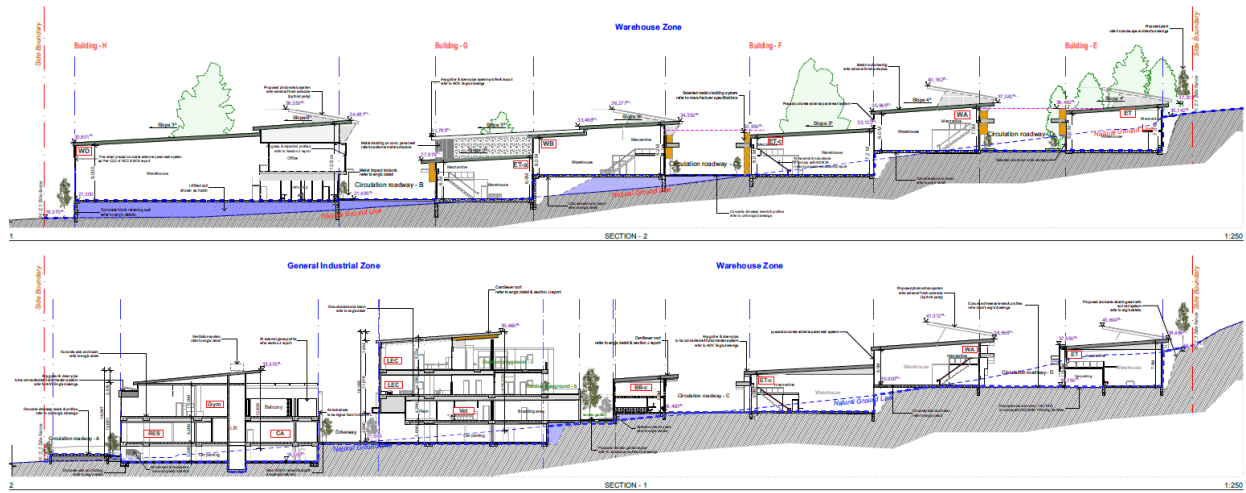


Figure 7: Extract of Site Sections (Source: BHI Architects)

The site sections are supplemented by a Bulk Earthworks Plan at Appendix 5, extracted in Figure 8 below, which indicates:

- Approximately 14,876m³ of cut would be required.
- Approximately 25,830m³ of fill would be required.
- There would be an excess of fill over cut of approximately 10,953 m³.

Earthworks management measures, as well as measures for testing, reuse and disposal of fill, are outlined within the Report on Geotechnical Assessment at Appendix 12, and would be implemented throughout the detailed design phase - see Section 6.3.3 of this SEE.

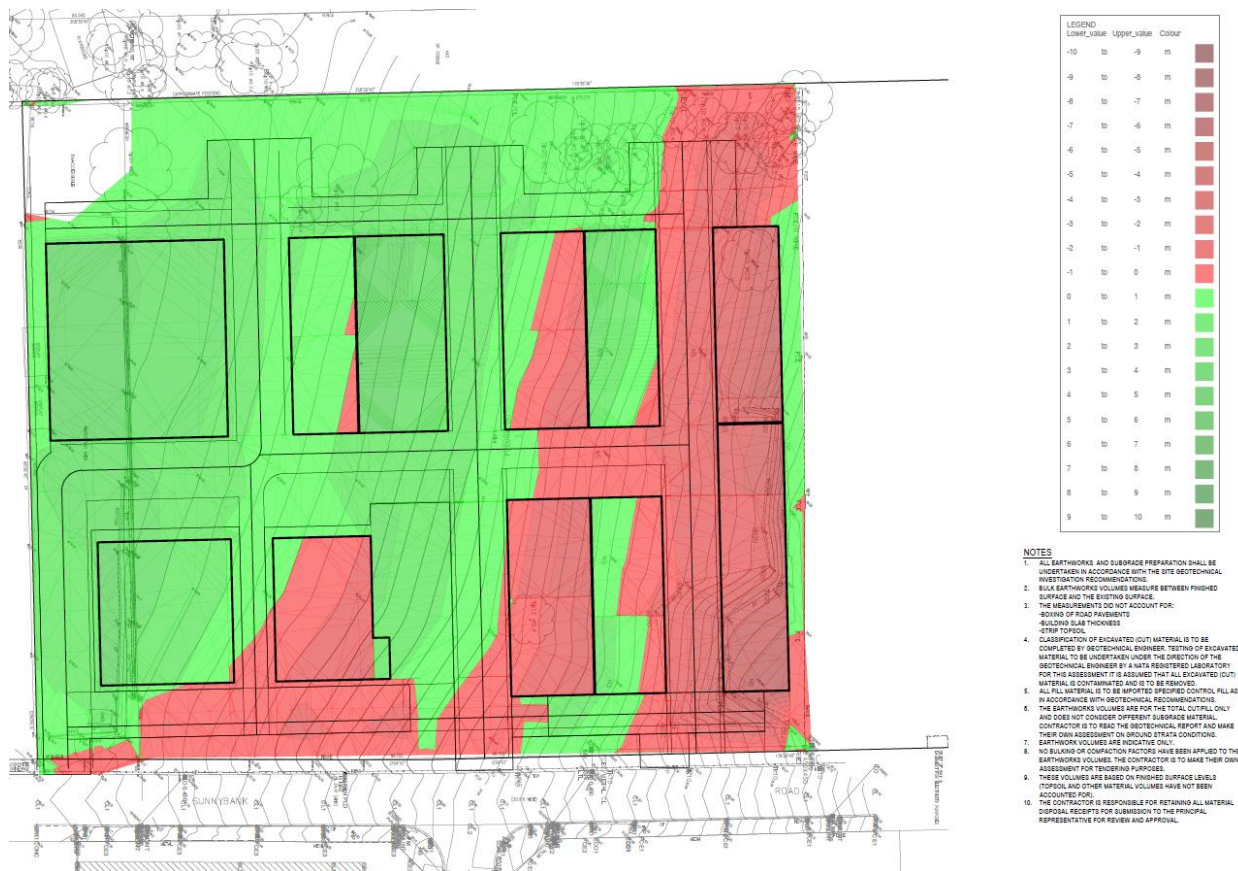


Figure 8: Extract of Bulk Earthworks Plan. Generally, green shading = areas of fill and red shading = areas of cut (Source: ACOR Consultants)

3.3. Architectural Intent and Design Principles

BHI Architects outline the vision for the proposal as follows:

The site planning and design of the buildings aim to create a sense of place and identity in the local community through its planning, architectural expression and sustainability strategies.

The range of activities and amenities provided by the proposal will generate a vibrant, accessible Industrial and services centre that meets the local industrial and broader community needs and appeals to a broad demographic.

The key design principles for the proposal are summarised as follows:

- Location of key commercial / community activities to the main entry point of the site with visibility from the intersection with Railway Crescent
- The built form of the development reflects the destination focus of these functions
- A diversity of functions over the site to create the destination effect
- Retention of an ecological zone to the western edge as the interface to neighbouring residential areas

- *Terracing of the site levels to minimise environmental impacts*
- *A central landscaped circulation spine for pedestrians and traffic providing connections north to south*
- *Through site traffic flow and pedestrian connectivity*
- *Basement parking to minimise open hard stand areas*
- *Environmental strategies to aim for Green Star accreditation*

Additional information is provided in the Architectural Design Statement at Appendix 2.

3.4. Building Form and Materials

BHI Architects outline the building form and materials for the proposal as follows:

- *The building form reflects the intensity of use and activity within the building, having the 3 level structures at the street frontage and terracing up the site to the 2 level forms at the north.*
- *The architectural expression modulates the façade of the buildings into 3 parts with a vertical layering from the masonry base, to the metal / timber clad middle form and recessed roof terraces and roofing elements above.*
- *The façade is articulated along the streetscape with smaller scale wall elements, colonnades and entry structures, providing a finer grain to the street pattern, which mitigates the scale of the development. This provides an urban rhythm through the relationship of mass, voids and architectural elements.*
- *The architectural language is consistent across all buildings providing a cohesive appearance through all building types*
- *Discrete control of a limited pallet of materials, including the use of expressed steel and timber framing, metal cladding, masonry base materials contribute to making a sense of identity with the buildings and open space visually connected.*
- *The choice of materials provides a thematic design to the entire site, with each main element being designed with its own distinctive character relating to the function of that building.*
- *Extensive glazed wall elements will contribute to the sense of activity and flow of space throughout.*

The following figures show 3D perspectives of the proposed development. Additional artist's impressions and detailed plans are provided at Appendix 1 of this SEE.



Figure 9: Oblique aerial 3D Perspective Image of proposed development, viewed from north-west (Source: BHI Architects)



Figure 10: 3D Perspective Image of General Industries Zone, viewed from southern entrance from Sunny Bank Road (Source: BHI Architects)



Figure 11: 3D Perspective Image of Warehouse Zone, viewed from Sunny Bank Road (Source: BHI Architects)

3.5. Development 'Zones' and Stages

The proposed development will encompass two zones, namely the 'General Industries Zone' and the 'Warehouse Zone', constructed over seven stages. Each zone will accommodate buildings, signage, landscaping, internal circulation roads, parking and loading facilities, as well as ancillary infrastructure.

The 'General Industries Zone' will generally be constructed over a single stage (Stage 1), while the 'Warehouse Zone' will be constructed over Stages 2-7. Although not forming part of the 'General Industries Zone', in addition to the southern driveway access off Sunny Bank Road, Stage 1 will include construction of the northern driveway access and internal circulation roads in the central and eastern parts of the site, as well as landscaping along the entire street frontage.

Refer to the Staging Plan at Appendix 1, extracted in Figure 12 below, for further details.

Table 1 provides a summary of the key development components of each zone. Further details of the proposed buildings and development works within each zone are provided in Sections 3.6 to 3.10 of this SEE.

Table 1: Key Development Components

Element	'General Industries Zone'	'Warehouse Zone'	Total:
Site Area	6,900m ² (approx.)	24,000m ² (approx.)	30,960m ²
Gross Floor Area	<u>Building:</u> Building A: 1,354m ² Building B: 1,745m ² <u>Land use:</u>	<u>Building:</u> Building C: 428m ² Building D: 1,955m ² Building E: 1,888m ²	13,506m ²

	Industrial: 697m ² (inc. Office: 48 m ²) Self-storage: 383m ² Commercial/Recreation: 2,019m ² <u>Total:</u> 3,099m ²	Building F: 1,793m ² Building G: 2,058m ² Building H: 2,285m ² <u>Land use:</u> Warehouse: 8,717m ² (inc. Office: 1,096m ²) Self-storage: 594m ² <u>Total:</u> 10,407m ²	
Car Parking	68 spaces (inc. 5 accessible)	75 spaces (inc. 2 accessible)	143 spaces (inc. 7 accessible)
Bicycle / Motorcycle Parking	11 bicycle spaces 4 motorcycle spaces	9 bicycle spaces	20 bicycle spaces 4 motorcycle spaces
Soft Landscaping	1,000m ² (approx.)	4,500m ² (approx.)	5546m ² (17.9%), inc. 5416m ² (17.4%) deep soil

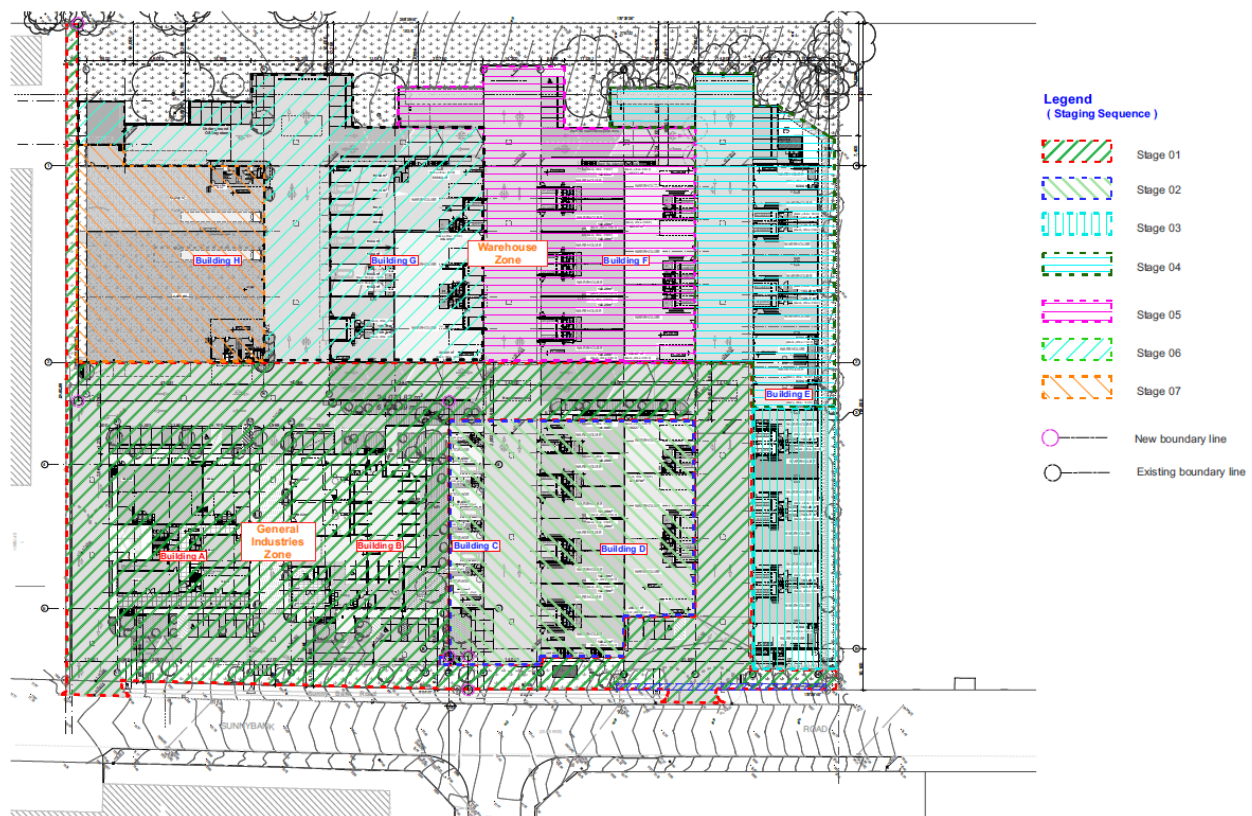


Figure 12: Extract of Proposed Staging Plan (Source: BHI Architects)

3.6. Proposed Buildings

3.6.1. 'General Industries Zone' (Stage 1)

The General Industries Zone includes one 2-storey building and one 3-storey building both overlying single level basements, constructed over a single stage. Both buildings will accommodate a range of commercial uses and industry/trade units, with parking and loading facilities.

Building A:

- Basement level:
 - 26 car spaces (including one shared accessible space);
 - 7 bicycle spaces;
 - 4 motorcycle spaces;
 - plant/service rooms and waste storage room;
 - one lift and one stair access to upper levels;
- Ground Level:
 - two trade units (295.92m² and 163.09m²) each with ancillary offices (both 12m²), separate amenities, a kitchenette and internal stairs providing access to mezzanine storage areas;
 - a neighbourhood shop (86.88m²), café (70.94m²) with store/cool room (23.56m²), and restaurant (114.22m²) with kitchen/store/cool room (37.16m²);
 - outdoor seating areas for the café and restaurant adjacent to the main pedestrian entrance;
 - an internal hallway from the main pedestrian entrance, with one lift and one stair access to the lower and upper levels; and
 - shared male, female and accessible amenities, for use by the shop, café and restaurant.
- Level 1:
 - mezzanine storage areas (148.28m² and 74.99m²) above the trade units, accessible via internal stairs;
 - a gymnasium (400.22m²) with male, female and accessible amenities, a kitchen and balcony (99.38m²); and
 - one lift and one stair access from the gymnasium to the lower levels.

Building B:

- Sub-basement / Lower Ground Level:
 - two trade units (both 119.02m²) accessible from ground level, each with ancillary offices (both 12m²), a kitchenette and internal stairs providing access to mezzanine storage areas;
 - 17 car spaces (including one shared accessible space) and designated drop off / pick up zones for the childcare centre;
 - A pump room and waste collection area
 - Accessible amenities; and
 - An entry foyer with one lift and one stair access to upper levels, and a separate stair access.
- Upper Ground Level:
 - mezzanine storage areas (both 79.64m²) above the trade units, accessible via internal stairs;
 - a veterinarian hospital (416.22m²) including a waiting / reception area with accessible amenities, internal hall, two treatment / consultation rooms, one boarding area, two storage rooms, one office, staff amenities and a staff kitchen;
 - a management office (39.04m²) and plant/service rooms;

- one lift and one stair access to the lower and upper levels, and a separate stair access to the rear;
- Levels 1 and 2:
 - a 90-proposed place childcare centre (892m²) over two levels including a reception / waiting area with accessible amenities, five classrooms with separate or shared amenities and store rooms, three outdoor play areas, one office, one managers' office, staff amenities and kitchen facilities, once art room, one music room, one café/kitchen for children and plant and store rooms; and
 - one lift and one stair access to the lower and upper levels, and a separate stair access to the rear.

3.6.2. 'Warehouse Zone' (Stages 2-7)

The Warehouse Zone includes six single-storey buildings constructed over six stages. Each building will accommodate different unit and warehouse types, with parking and loading facilities, and external amenities.

Building C (Stage 2)

Unit quantity & type	Ground Level (per unit)	Mezzanine Level (per unit)
4 x storage units [(BB-c): Butter Boxes]	<ul style="list-style-type: none"> ▪ Storage area (86.43m²) ▪ Accessible amenities ▪ kitchenette ▪ 1 x internal loading area 	<ul style="list-style-type: none"> ▪ Storage area (21m²) accessible via internal stairs

Building D (Stage 2)

Unit quantity & type	Ground Level (per unit)	Mezzanine Level (per unit)
7 x warehouse units [(ET-c): Enterprise unit (warehouse)]	<ul style="list-style-type: none"> ▪ Warehouse area (1 x 141.89; 6 x 142.28m²) ▪ accessible amenities ▪ kitchenette ▪ 1 x external car space 	<ul style="list-style-type: none"> ▪ office area (20m²) accessible via internal stairs
1 x warehouse unit [(WA 1): Warehouse unit A]	<ul style="list-style-type: none"> ▪ Warehouse area (192.27m²) ▪ Accessible and standard amenities ▪ kitchenette ▪ 2 x external car spaces ▪ 1 x internal loading area 	<ul style="list-style-type: none"> ▪ office area (30m²) accessible via internal stairs
1 x warehouse unit [(WA 2): Warehouse unit A]	<ul style="list-style-type: none"> ▪ Warehouse area (243.87m²) ▪ Accessible and standard amenities ▪ kitchenette ▪ 2 x external car spaces ▪ 1 x internal loading area 	

1 x warehouse unit [(WA 3): Warehouse unit A]	<ul style="list-style-type: none"> Warehouse area (295.47m²) Accessible and standard amenities kitchenette 2 x external car spaces 1 x internal loading area 	
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Building E (Stages 3-4)

Unit quantity & type	Ground Level (per unit)	Mezzanine Level (per unit)
6 x warehouse unit [(ET): Enterprise unit]	<ul style="list-style-type: none"> Warehouse area (92.04m²) accessible amenities kitchenette 	<ul style="list-style-type: none"> office area (14m²) accessible via internal stairs
4 x warehouse unit [(ET-a): Enterprise unit]	<ul style="list-style-type: none"> Warehouse area (102.491m²) accessible amenities kitchenette 1 x external car space 	<ul style="list-style-type: none"> office area (20m²) accessible via internal stairs
5 x warehouse unit [(ET-b): Enterprise unit]	<ul style="list-style-type: none"> Warehouse area (129.71m²) accessible amenities kitchenette 1 x external car space 	<ul style="list-style-type: none"> office area (23m²) accessible via internal stairs
1 x warehouse unit [(ET-d): Enterprise unit]	<ul style="list-style-type: none"> Warehouse area (115.85m²) accessible amenities kitchenette 1 x external car space 	<ul style="list-style-type: none"> office area (20m²) accessible via internal stairs

Building F (Stage 5)

Unit quantity & type	Ground Level (per unit)	Mezzanine Level (per unit)
6 x warehouse unit [(ET-c): Enterprise unit]	<ul style="list-style-type: none"> Warehouse area (142.28m²) accessible amenities kitchenette 1 x external car space 	<ul style="list-style-type: none"> office area (20m²) accessible via internal stairs
1 x warehouse unit [(WA 1): Warehouse unit A]	<ul style="list-style-type: none"> Warehouse area (192.27m²) Accessible and standard amenities kitchenette 2 x external car spaces 1 x internal loading area 	<ul style="list-style-type: none"> office area (30m²) accessible via internal stairs
1 x warehouse unit [(WA 2): Warehouse unit A]	<ul style="list-style-type: none"> Warehouse area (243.87m²) Accessible and standard amenities 	

	<ul style="list-style-type: none"> kitchenette 2 x external car spaces 1 x internal loading area 	
1 x warehouse unit [(WA 3): Warehouse unit A]	<ul style="list-style-type: none"> Warehouse area (295.47m²) Accessible and standard amenities kitchenette 2 x external car spaces 1 x internal loading area 	

Building G (Stage 6)

Unit quantity & type	Ground Level (per unit)	Mezzanine Level (per unit)
4 x storage units [(BB): Butter Boxes]	<ul style="list-style-type: none"> Storage area (60.04m²) 1 x internal car space 	-
2 x storage units [(BB-a): Butter Boxes]	<ul style="list-style-type: none"> Storage area (60.04m²) 1 x internal car space 	-
2 x storage units [(BB-b): Butter Boxes]	<ul style="list-style-type: none"> Storage area (60.04m²) amenities kitchenette 1 x internal car space 	<ul style="list-style-type: none"> Storage area (15m²) accessible via internal stairs
2 x warehouse unit [(ET-a): Enterprise unit]	<ul style="list-style-type: none"> Warehouse area (106.7m²) accessible amenities kitchenette 1 x external car space 	<ul style="list-style-type: none"> office area (20m²) accessible via internal stairs
2 x warehouse unit [(WB): Warehouse unit B]	<ul style="list-style-type: none"> Warehouse area (304.3m²) Accessible and standard amenities kitchenette 2 x external car spaces 1 x internal loading area 	<ul style="list-style-type: none"> office area (40m²) accessible via internal stairs
1 x warehouse unit [(WC): Warehouse unit C]	<ul style="list-style-type: none"> Warehouse area (555.52m²) Accessible and standard amenities kitchenette 2 x external car spaces 1 x internal loading area 	<ul style="list-style-type: none"> office area (50m²) accessible via internal stairs

Building H (Stage 7)

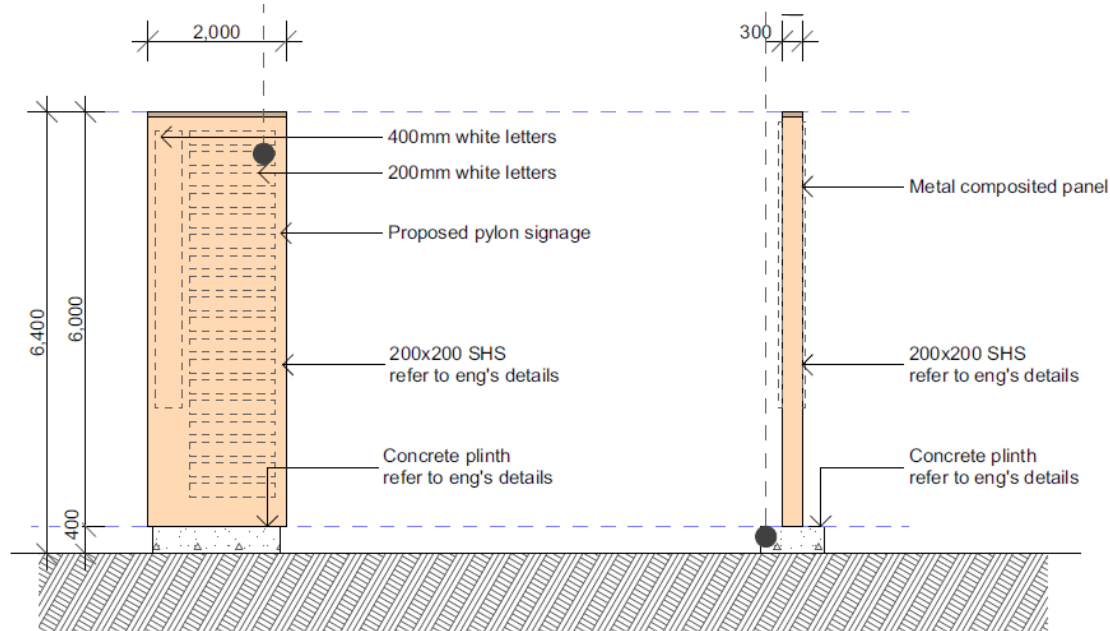
Unit quantity & type	Ground Level (per unit)	Mezzanine Level (per unit)
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1 x warehouse unit [(WD): Warehouse unit D]	<ul style="list-style-type: none"> Warehouse area (680.96m²) Female, male and accessible amenities kitchenette 1 x internal loading area 1 x loading dock 	<ul style="list-style-type: none"> office area (78m²) accessible via internal stairs
1 x warehouse unit [(WE): Warehouse unit E]	<ul style="list-style-type: none"> Warehouse area (1,400m²) Female, male and accessible amenities kitchenette 1 x internal loading area 	<ul style="list-style-type: none"> office area (126m²) accessible via internal stairs

3.7. Signage

A pylon sign is proposed adjacent to each access driveway (two in total), as indicated on the Site Plan at Appendix 1. The signs will display business identification for tenancies within each zone.

Each sign will comprise of a signage box, measuring 6m in height, 2m in width and 0.3m in depth, and will be positioned on a 0.4m high concrete plinth. The signage boxes will incorporate white lettering on metal composited panelling. Signage is discussed further at Section 4.6.3 of this SEE.



Signage Detail

1:100

Figure 13: Extract of Signage Details (Source: BHI Architecture)

3.8. Landscaping

The proposal includes vegetation retention and site landscaping, as indicated in the landscape documentation prepared by Xeriscapes (see Appendix 3). An annotated extract of the Landscape Masterplan is provided at Figure 14.

The proposed landscaping scheme has been designed to enhance the visual amenity of the proposed built form, provide shade and amenity to site users, satisfy relevant conditions of DA56751/2019, achieve water sensitive urban design (WSUD) principles and Bush Fire Hazard reduction initiatives, as well as incorporating Greenstar Building initiatives and Crime Prevention Through Environmental Design (CPTED) principles. Proposed plant species selection has been considered in terms of soil types, species hardiness and on-going landscape maintenance requirements. Predominately, native and endemic species are proposed in accordance with the recommendations of the Threatened Biodiversity Assessment Report (refer Appendix 10).

Key features of the proposed scheme are as follows:

- Vegetation Filter Strip: In accordance with DA condition 2.3, a 10m wide vegetation filter strip is proposed along the entire western boundary of the site adjoining the Council-managed reserve. The strip will be mass planted with endemic filtration species.
- Streetscape frontage: a 5m wide landscape area is proposed along the Sunny Bank Road street frontage. In accordance with DA condition 4.6, it includes mass groundcovers and 19 endemic shade canopy tree species (*Eucalyptus saligna* and *Syncarpia glomulifera*) planted in 'clumps' and located to avoid existing and proposed services.
- WSUD & Greenstar Building Initiatives: includes raingardens, bio-swales and a vegetation filter strip using appropriate drainage, soil media and filtration plant species for stormwater harvesting and reducing pollutants and stormwater overflow from hard paved areas; permeable paving within hard paved areas to allow for infiltration to tree root zones trees and to assist in reducing stormwater overflow; and predominantly low water use native (and endemic) species.
- Bush Fire Hazard Reduction Initiatives: includes ongoing maintenance of identified Asset Protection Zones; replacing existing understory shrub planting with 'fire-retardant' plant species; positioning new trees to achieve a discontinuous canopy; limited use of combustible landscape materials; and appropriate separation from window and door openings, and roof overhangs / eaves.
- Amenity: In addition to the landscaped frontage, the following is proposed to provide amenity and visual interest:
 - Screen shrub planting and cascading / climber planting to the retaining wall along the northern boundary;
 - Feature and shade canopy trees adjoining internal hardstand and car parking areas, predominately around Proposed Buildings A and B;
 - Paved seating in courtyard with feature paving at main entrance to Proposed Building B;
 - Landscaping of the childcare centre outdoor play areas including shade sails over a sand pit, mounded play zones, edible plants in raised planters, small feature trees in sunken planters and a combination of synthetic turf and rubber soft fall paving;
 - A combination of paving types throughout the site;
 - A broad planting palette including a variety of predominantly native species to provide colour, texture, aroma and form;
 - Endemic tree planting (where practical) within appropriate deep soil zones to reduce bulk and scale of the development; and
 - Evergreen tree planting to provide shade and amenity and to reduce radiant heat from surrounding hard paved areas.

- **CPTED:** Shrub species, sizing and locations to ensure that passive surveillance is maintained at building, carpark and driveway entries; and layering of plantings with smaller groundcovers and shrubs adjacent to paths and buildings.

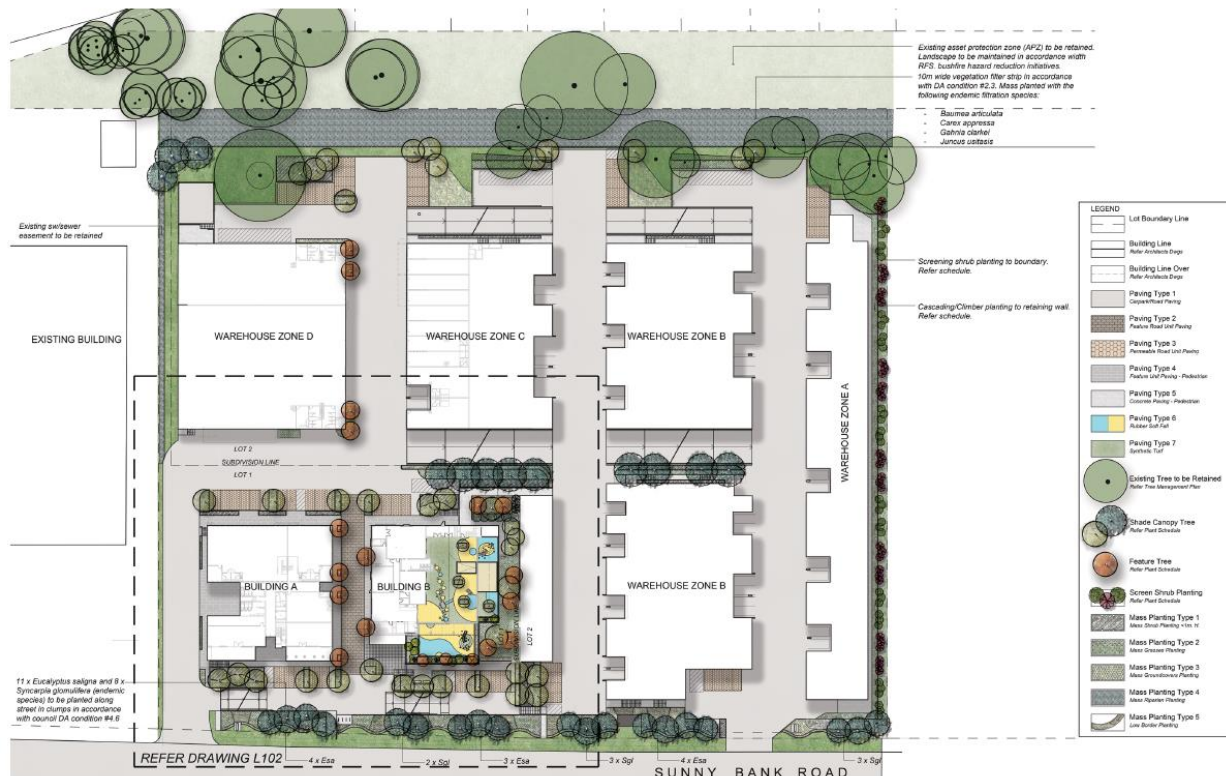


Figure 14: Extract of Landscape Masterplan (Source: Xeriscapes)

3.9. Vehicular Access, Parking and Servicing Arrangements

3.9.1. Vehicular Access

Vehicle access to the site is proposed via two combined ingress/egress driveways located on the Sunny Bank Road frontage. A flexible two-way internal circulation system will provide access throughout the site.

Generally, the southern driveway will provide the main access point to the site for small visitor / employee vehicles and access to basement parking in the General Industries Zone, while the northern driveway will provide access to the Warehouse Zone for all vehicles. As demonstrated by the Swept Path Analysis at Appendix 8, the northern driveway has been designed to accommodate all vehicles required to access the Warehouse Zone (up to and including a 19m AV), ensuring weekend access by all vehicles independent of the General Industries Zone (southern driveway).

Fencing is proposed around the Warehouse Zone and western part of the General Industries Zone to restrict after-hours public access to these areas. Public vehicular access will be available to the basement car parks and at-grade parking fronting Buildings A and B via the southern driveway.

3.9.2. Parking and Loading

A total of 143 parking spaces (including seven shared accessible spaces), 20 bicycle space and four motorcycle spaces will be provided in various areas throughout the site including the two basement areas within the General Industries Zone, and within units and in external areas in both zones.

The proposed parking allocation is demonstrated on the Parking Allocation plan at Appendix 1 and Subdivisions Plans at Appendix 6, and includes parking for exclusive and common/shared usage.

Table 2 below provides a summary of the proposed parking provision.

Table 2: Parking summary

Parking element	'General Industries Zone'	'Warehouse Zone'	Total:
Car Parking	<u>Internal:</u> Building A: 26 spaces Building B: 17 spaces (inc. drop off / pick up zone for childcare centre) <u>External:</u> 25 spaces (inc. 1 electric vehicle charging bay and 1 car share bay) <u>Total:</u> 68 spaces (inc. 5 accessible)	<u>Internal</u> Building C: nil spaces Building D: 13 spaces Building E: 10 spaces Building F: 12 spaces Building G: 8 spaces Building H: nil spaces <u>External:</u> 32 spaces <u>Total:</u> 75 spaces (inc. 2 accessible)	143 spaces (inc. 7 accessible)
Bicycle / Motorcycle Parking	<u>Internal:</u> Building A: 7 bicycle spaces and 4 motorcycle spaces Building B: nil spaces <u>External:</u> 4 bicycle spaces <u>Total:</u> 11 bicycle spaces 4 motorcycle spaces	<u>External:</u> 9 bicycle spaces	20 bicycle spaces 4 motorcycle spaces
Servicing / Delivery bays	1 external loading bay (MRV), adjacent to waste storage area in Building B	4 external loading bays (19m AV) 1 external loading bay (SRV) 3 external bulk waste collection areas	6 external loading bays 3 external waste collection bays

3.9.3. Pedestrian Access

Pedestrian access to the site is proposed via four access paths located on the Sunny Bank Road frontage. Internal pathways provide between buildings and parking areas within the site. Pedestrian crossings are proposed along roadways within the General Industries Zone to minimise conflict between vehicles and pedestrians.

The public will have access to all units on the site however after hours access would be restricted to the eastern half of the General Industries Zone.

3.9.4. Waste Management

Operational waste from the General Industries Zone will be stored in the waste storage area in the basement of Building B. Waste from the Warehouse Zone will be stored in three waste storage areas located to the rear of the site. As outlined in the Operational & Construction Waste Management Plan included at Appendix 15, tenants and their staff (or appointed cleaners) will be responsible for segregating waste and recyclables at the point(s) of generation and transporting them to the waste/recycling storage areas. Tenants will be provided with suitable sized bins to expedite movement of materials from their tenancies to the designated waste storage areas.

Waste collection will be managed via a contractor. The waste collection vehicle will park in the designated loading bays adjacent to each storage area. The appointed contractor will service the bins directly from the waste storage areas.

The positioning of the proposed waste storage and collection areas is indicated in the Architectural Plans at Appendix 1. These locations enable adequate and practical access to the bins as required by the private contractor. Sufficient space is available for the waste vehicle to enter and exit the site in a forward motion, as discussed in Section 6.4 of this SEE.

3.10. Infrastructure and Utility Works

3.10.1. Stormwater and Drainage

The proposed stormwater scheme is outlined in the Water Sensitive Urban Design Strategy Report and accompanying civil drawings prepared by ACOR Consultants (see Appendices 4 and 5, respectively).

Runoff from the new buildings will be collected and directed via downpipes to five separate in-ground rainwater tanks where stormwater will be re-used. Generally, all surface runoff and overflow from rainwater tanks will be collected by an in-ground pit and pipe system and gravity fed into the combined on-site detention (OSD) / WSUD tank in the south-western corner of the site.

Stormwater will discharge via the OSD tank, landscaped areas and overland flow at the south-western corner of the site. The proposed point of discharge is to Council's existing stormwater system in Perrat Close, via Lot 442 DP 720696. Some upgrades to Council's stormwater pipes will be required, which will be subject to further consideration at the detailed design phase.

Further details of the proposed stormwater scheme are provided in Section 6.3.5 of this SEE.

3.10.2. Structural Works

The proposal would require the following key structural works, which would be subject to detailed engineered design at the construction stage:

- Retaining walls to ensure the modified landform is adequately retained;
- Building slabs, beams and footings; and
- Driveways, ramps, paving, kerb and guttering.

Refer to the Civil Drawings prepared by ACOR Consultants at Appendix 5 for further details.

3.10.3. Utilities and Services

It is proposed to install an approximately 800 kVA electrical kiosk substation in the site's Sunny Bank Road frontage. This be supplemented by an embedded network, including two 30kw photovoltaic (pv) solar systems (total 160kw) on buildings roofs.

Details of additional infrastructure and services (e.g. fire detection and management systems, hot water etc) would be provided at the detailed design stage, as required. Additional discussion on service requirements is provided at Section 6.5.2.

3.11. Subdivision

The application proposes to subdivide the site into one Association Property Lot and five Community Title Lots with associated strata arrangements. The subdivision includes easements for shared party walls as well as a 1.5m wide easement to drain water (previously approved for the benefit of Lot 10 under DA56751/2019). Strata subdivision of the community lots is proposed for the allocation of services, car parking and loading.

Details of the proposed community title and association property lots are provided in Table 3. An extract of the proposed Subdivision Plan is provided in Figure 15 below (refer to Appendix 6 for further details).

Table 3: Details of proposed subdivision

Proposed Lot No.	Lot type	Total area	Development
1	Association	11,896.8m ²	Shared access, substation and rear landscape setback
2	Community	5,224.8m ²	Buildings A and B plus associated external car parking and loading facilities
3	Community (3 parts)	2,739.4m ²	Building H plus associated external car parking and loading facilities
4	Community (2 parts)	2,230m ²	Building G plus associated external car parking and loading facilities
5	Community (2 parts)	3,759m ²	Buildings F and western part of Building E plus associated external car parking and loading facilities
6	Community (2 parts)	5,110m ²	Buildings C and D and eastern part of Building E plus associated external car parking and loading facilities

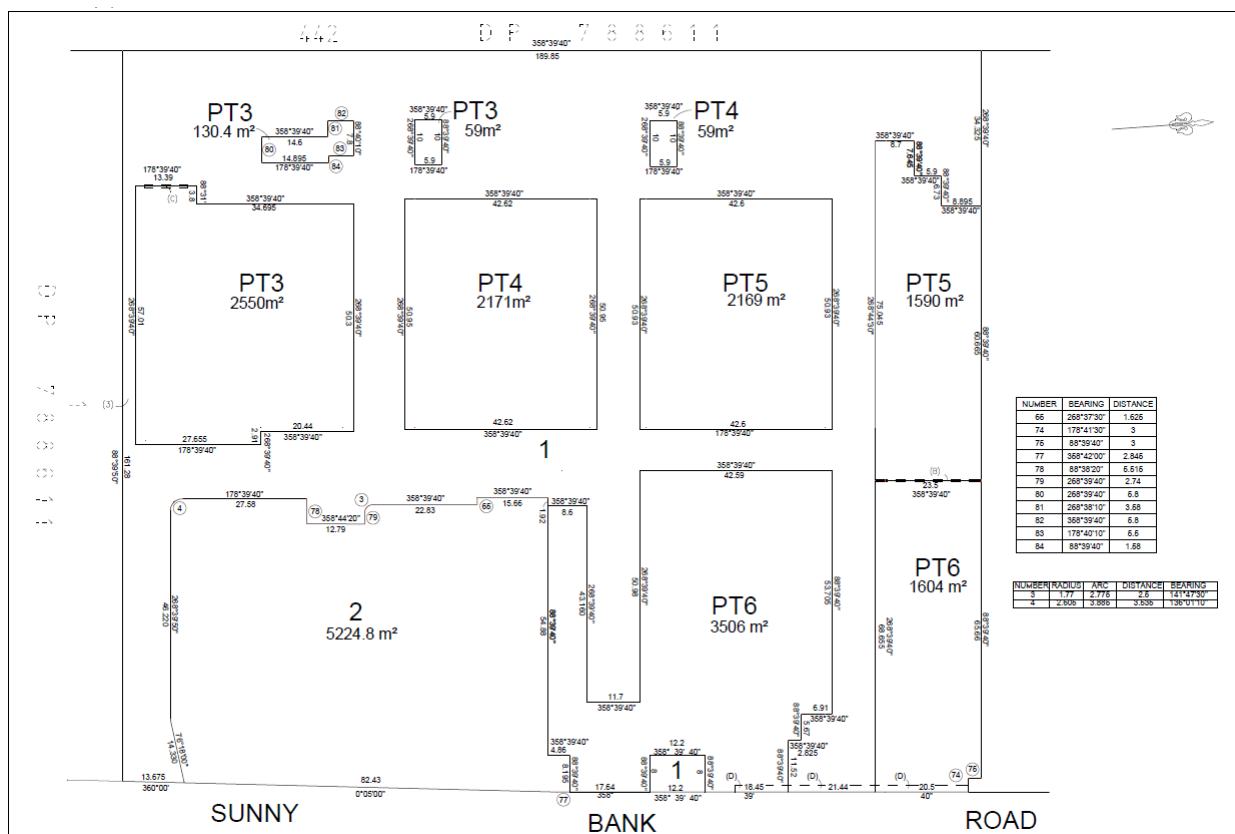


Figure 15: Extract of Proposed Subdivision Plan (Source: Project Surveyors)

3.12. Hours of Operation

Specific operation hours for the proposed development will be confirmed by future tenants, but are likely to involve:

- General Industries Zone:
 - General operations: 7:00am to 6:00pm, daily
 - Childcare centre: 7:00am to 6:00pm, Monday to Friday
 - Gymnasium: potentially 24 hours, daily
 - Restaurant: potentially until 10:00pm, Friday and Saturday
- Warehouse Zone:
 - General operations: 7:00am to 6:00pm, daily
 - Some activity: 6:00pm to 10:00pm, daily
 - Minimal activity: 10:00pm to 6:00am, daily (short-term activities on an as needs basis e.g. tenant access the warehouse or storage unit)

3.13. Cost of Works

The proposed development has a Capital Investment Value (CIV) of \$35,066,012.00 (see the Full Estimate Summary provided at Appendix 18). The CIV triggers Regional Development and therefore the DA will be determined by the Hunter & Central Coast Regional Planning Panel.

3.14. Pre-lodgement Consultation

An initial pre-lodgement meeting was held on 19 August 2019 with senior staff of Central Coast Council's Development Assessment Section. Subsequently, a follow-up pre-lodgement meeting was held on 13 December 2019. The purpose of this meeting was to discuss key changes made to concept plans in response to Council's initial feedback and any outstanding matters. Copies of the minutes from these meetings are provided at Appendices 19 and 20.

Careful consideration has been undertaken by the applicant to ensure all relevant matters raised by Council officers are adequately considered, justified or resolved in the submitted development scheme.

The following table itemises the relevant matters raised by Council officers, and the manner in which these issues have been addressed in this application.

Table 4: Issues raised by Council

Item	Comment
Land is subject to provisions of Gosford DCP 2013. Relevant chapters include; Chapter 3.11: Industrial Development; Chapter 6.1: Acid Sulphate Soils; Chapter 6.3: Erosion Sedimentation Control; Chapter 6.4: Geotechnical Requirements; Chapter 6.6: Preservation of Trees or Vegetation; Chapter 6.7: Water Cycle Management; Chapter 7.1: Car Parking; Chapter 7.2: Waste Management	Refer to Section 5.2 of this SEE.
Land is identified as bush fire prone land. Certain uses such as child care centres require a fire safety certificate from the NSW Rural Fire Service. Such applications are classified as Integrated Development, and require a bush fire report with the DA and referral to the RFS.	Refer to Bushfire Assessment at Appendix 9 and discussion in Sections 4.2.3 and 6.5.
Site identified as class 5 acid sulfate soils.	Refer to discussion in Section 6.5.
Draft Central Coast Local Environmental Plan 2018 applies.	Refer to Section 5.3.
SEPP (Infrastructure) 2007, SEPP (Vegetation in Non-Rural Areas) 2017 apply and SEPP 19-Urban Bushland apply .	Refer to Sections 4.6.1, 4.6.4 and 4.6.7.
Noise impact from proposed uses (including gymnasium) and impact on residential area to the west to be taken into consideration. This may be mitigated by orientation of proposed uses away from the residential area. If likely noise impact from proposed uses, an acoustic report may be required.	Refer to Acoustic Assessment at Appendix 7 and Section 6.3.7. It is noted that the proposed vegetation corridor along the western boundary would help mitigate potential acoustic impacts upon nearby residential development to the west.
Café will require a trade waste application during construction.	Noted.
Electricity kiosk to meet service authority requirements. Should be screened where possible with landscaping.	As discussed in Section 6.5.2, the applicant has undertaken preliminary consultation with Ausgrid. Any referral comments received from Ausgrid following referral of the DA will be considered by the applicant and any recommendations will be

	<p>implemented during the detailed design and construction phase.</p> <p>The proposed kiosk will be screened with landscaping (refer to Landscape Plans at Appendix 3).</p>
Earthworks calculations to indicate quantity/volume of material to be imported or exported from the site. Any material imported must be ENM or VENM.	Refer to Bulk Earthworks Plan at Appendix 5 and Section 3.2.3.
Address previous uses of site and likelihood of past contamination. (SEPP 55)	Refer to Preliminary Site Investigation at Appendix 13 and Section 4.6.2.
Building setback required to Sunny Bank Road is 10m, with 5m minimum landscape width. Minimum side and rear building setback is 5m. If side or rear building setback is less than 5 metres, fire rated walls are required.	The proposal achieves the required setbacks with the exception of a minor built structure (amenities) at the northern end of the Sunny Bank Road frontage. Refer to Architectural Plans at Appendix 1.
Avoid gun barrel driveways off Sunny Bank Road to reduce visual impact from street.	The proposal seeks to minimise the visual impact of the proposed driveways, including through site landscaping, as discussed in Section 6.2.2. Importantly, the proposed driveway arrangement promotes visual permeability through the site to vegetated corridor at the western boundary.
Landscaping should be provided throughout car parking areas to mitigate extent of hard surface area and provide shade. Avoid car parking in rear landscape buffer area to preserve amenity of residential area to the west.	As shown on the Landscape Plans at Appendix 3, landscaping is proposed throughout the site to provide shade and amenity. Some external car parking is proposed within the rear setback. These areas comprise permeable paving and will be screened by existing vegetation and proposed landscaping. Importantly, no car parking is proposed within the 10m rear landscape buffer.
No objections to permeable paving in some car parking areas and proposed 5 star green star rating or use of solar panels.	Noted.
Street tree planting species to be suitable for services below and above footpath. Show in landscape plan.	Refer to Section 3.8 and Landscape Plan at Appendix 3.
Waste storage areas and waste truck turning areas to be provided for.	Refer to Architectural Plans at Appendix 1 and Swept Path Analysis included in the Assessment of Traffic and Parking Implications (ATPI) at Appendix 8.
A maximum of two (2) driveways off Sunny Bank Road should be provided. A pylon sign at each driveway access may be provided.	Two access driveways, with a pylon sign at each, are proposed.

Assess likelihood of aboriginal heritage/objects on site using AHIMS.	Refer to Due Diligence Report for Aboriginal Objects at Appendix 14 and Section 6.2.4.
<p>Road Works, Access, Parking & Traffic</p> <ul style="list-style-type: none"> ▪ Safety concerns are raised for the potential conflict between the proposed movements of 19m Articulated Vehicles (semi-trailers) entering and exiting the site and the vehicles related to the other uses in the site like the child care and gym establishments. It is recommended to separate heavy truck movements from other vehicle movements, and that alternative travel paths be investigated to enable semi-trailers to exit the site at the northern vehicle crossing. ▪ All vehicles to enter and exit the site in a forward direction. ▪ Internal car parking spaces should not be located near entry driveways so as not to impede traffic entering the site. ▪ A traffic report is to be submitted addressing as a minimum the following: <ul style="list-style-type: none"> ▫ The impact of the proposed development on the surrounding road network, including the intersection of Railway Crescent and Sunny Bank Road. To be supported with SIDRA modelling for: the current year (2019) base case; current year plus development traffic; and 2029 plus development traffic plus background growth at 1.5% PA. ▫ Compliance with AS2890 and Austroads requirements. ▫ Assessment of access and parking arrangements for cars and servicing vehicles in relation to compliance with AS2890 & Austroads requirements. <ul style="list-style-type: none"> ▫ Assessment of numerical car parking provisions in relation to Council's and RMS requirements. The number of car parking spaces may be discounted for large development with multiple uses. However, this will depend on time of operation and intensity of use. Shared spaces should be part of common property and not allocated to specific occupants. ▫ Access to public transport networks. ▫ Vehicular swept turning paths (including unobstructed clearances) are required for: <ul style="list-style-type: none"> ▫ the basement car parks, indicating that vehicles can enter and exit the spaces via a 3 point turn in total ▫ the internal access driveways, indicating that the largest vehicle (semi-trailer combination) can safely access the site and negotiate the internal driveway. ▪ If changes to the intersection of Railway Crescent and Sunny Bank road are proposed/required, then preliminary engineering plans addressing Austroads requirements are required. 	Refer to ATPI at Appendix 8 and Section 6.4.2. Notably, the ATPI confirmed that no external road upgrades are required.

<p>Flooding & Drainage</p> <ul style="list-style-type: none"> ▪ Council's records indicate that the site is affected by flooding and flood planning controls associated with the latest flood study for Narara Creek. The study indicates that the flows are within the road reserve up to 170mm deep near the south eastern area of the site. These would be contained within the road reserve if appropriate rollover transitions are provided within the property i.e. full formation of the footway is maintained to the boundary. ▪ A Water Cycle Management Strategy prepared in accordance with Chapter 6.7 of Council's DCP is required, addressing: <ul style="list-style-type: none"> ▫ Flooding (refer above). ▫ Retention for reuse within the development. ▫ OSD to limit post development flows back to predevelopment flows for all storm events up to and including the 1%AEP storm event. A runoff routing method is to be utilised in the analysis and design of the OSD system. ▫ Nutrient/pollution controls. ▫ Stormwater associated with future development on the site is to discharge to Council's system in Perratt Close, via Lot 442 DP 720696 (formerly Gavenlock Road). The applicant will need to submit permission in writing from Council's Parks & Reserves Unit for the proposed stormwater concept through Lot 442. ▫ Operation and maintenance plans for the proposed stormwater elements. ▫ Stormwater plans. ▪ Rectification works are required for the OSD within Lot 10 of the approved subdivision under DA56751/2019. If the OSD rectification works have not been completed prior to the lodgement of the current DA, then those OSD rectification works would also be conditions with the future development over the area of Lot 11. 	<p>Refer to the Water Sensitive Urban Design Strategy Report and civil drawings at Appendices 4 and 5, respectively, prepared in accordance with Council's DCP requirements. Refer to Section 6.3.5 for further discussion.</p> <p>Initial advice from Council indicated that consent for the interallotment drainage arrangement can be obtained at the Construction Certificate stage.</p> <p>A stormwater management plan has been prepared by ADW Johnson to accompany the Construction Certificate Application for DA56751/2019. It includes a design for the upgrade of the detention basin within Lot 10 involving demolition and reconstruction of the existing basin walls and extension of the surface area of the basin. Hydrology modelling indicated that post development peak flows are attenuated within Lot 10 to pre-development peak flow levels after provision is made for detention storage for stormwater up to the 1% AEP storm event.</p>
<p>Subdivision</p> <ul style="list-style-type: none"> ▪ Consider community title subdivision and strata subdivision. ▪ If subdivision is proposed then subdivision plans are to be submitted including proposed lot dimensions, easements to drain water, right of accesses, etc. 	<p>Refer to Subdivision Plans at Appendix 6 and Section 3.11.</p>
<p>Water & Sewer</p> <ul style="list-style-type: none"> ▪ The developer must obtain a s307 certificate for development of the land. Water and sewer developer contributions apply. ▪ Subdivision under Torrens Title will require extension of Council's sewer reticulation main to each newly created lot, 	<p>Consideration of water and sewer connections, including a s307 certificate, will be undertaken at the Construction Certificate stage, or as required.</p>

<p>and individual internal water systems should be installed on each lot.</p> <ul style="list-style-type: none"> Developer's hydraulic consultant to confirm flow requirements and adequacy of 150mm water main in Sunny Bank Road to supply domestic / fire supply. If an upgrade is required at the intersection of Sunny Bank Road and Railway Crescent, need to consider existing CICL mains (may need to be replaced in alternate material type), and 750mm MSCL main (may involve restrictions if impacted by works). Include the existing locations of council's sewer junctions on DA submission. If new junctions/sewer extensions are required to service the proposed lots, and within the rear crown land, written permission from the owner to enter their land and construct required works will be required. 	
Compliance with BCA.	Refer to BCA Design Compliance Report at Appendix 17 and Sections 4.3.1 and 6.2.5.
Landscape plan required with DA. Plan to show trees to be removed and retained. Arborist report may be required.	A Landscape Plan and Arboricultural Impact Assessment have been prepared for the proposal. Refer to Appendices 3 and 11, respectively.
Waste storage areas and servicing to be designed for size of vehicles and frequency of servicing. Refer Chapter 7.2 of Gosford DCP 2013.	Refer to Operational & Construction Waste Management Plan at Appendix 15 and Assessment of Traffic and Parking Implications (ATPI) at Appendix 8.
<p>DA lodgement requirements</p> <ul style="list-style-type: none"> Statement of Environmental Effects. Architectural and Subdivision Plans. Traffic/car parking report. Water cycle management plan. Arborist and ecology assessment. Bushfire report. Landscape plan. Survey plan/site plan showing existing and finished surface levels. Staging plans if relevant. Waste Management Plan. Subdivision plan and easements/rights of way. Geotechnical report. Aboriginal heritage assessment. 	All required documentation has been provided as appendices to this SEE.

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;*
- *Biodiversity Conservation Act 2016;*
- *Environment Protection and Biodiversity Conservation Act 1999 (Cth);*
- *State Environmental Planning Policy No. 19;*
- *State Environmental Planning Policy No. 55;*
- *State Environmental Planning Policy No. 64;*
- *State Environmental Planning Policy (Infrastructure) 2007;*
- *State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017;*
- *State Environmental Planning Policy (Koala Habitat Protection) 2019;*
- *State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017;* and
- *Gosford Local Environmental Plan 2014.*

Where relevant, these controls are addressed below.

4.2. Environmental Planning and Assessment Act 1979

4.2.1. Section 1.3 – Objects

The *Environmental Planning and Assessment Act 1979* (the EP&A Act) is the principal planning and development legislation in New South Wales. In accordance with Section 1.3, the objectives of the EP&A Act are:

1.3 Objects of Act

The objects of this Act are as follows:

- (a) to promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources,*
- (b) to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment,*
- (c) to promote the orderly and economic use and development of land,*
- (d) to promote the delivery and maintenance of affordable housing,*
- (e) to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats,*
- (f) to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage),*
- (g) to promote good design and amenity of the built environment,*
- (h) to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants,*

- (i) to promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State,
- (j) to provide increased opportunity for community participation in environmental planning and assessment.

For the reasons set out below, it is considered that the proposed development satisfies the above stated objects of the EP&A Act:

- The social and economic welfare of the community is promoted through the creation of an employment and services hub in an accessible location close to existing residential areas.
- It would create additional employment opportunities during the construction and operational phases.
- It 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, and the proposal involves an appropriate use of a vacant site within an industrial precinct.
- The proposed development has been assessed as having an acceptable environmental, economic and social impact as detailed in Section 6 of this SEE and the accompanying consultant reports and plans. Subsequently, the proposed development will not impact on the enjoyment of future generations.
- The subject site does not pose any risk to human health, or none that cannot be remediated.
- The proposal incorporates key features to minimise its environmental footprint, including water sensitive urban design and Greenstar Building Initiatives.
- Good design and amenity of the built environment is promoted through the use of high-quality materials, finishes and colours, along with vegetation retention and the provision of extensive deep soil planting and landscaping.
- There would be no unreasonable adverse environmental or amenity impacts resulting from the proposal, due to proposed design and management measures.

4.2.2. Section 4.15 – Evaluation

Section 4.15(1) of the EP&A Act as amended specifies the matters which a consent authority must consider when determining a development application. The relevant matters for consideration under Section 4.15 are addressed in the Table below.

Table 5: Section 4.15 of EP&A Act 1979.

Section	Comment
Section 4.15(1)(a)(i) Any environmental planning instrument	Consideration of relevant instruments is discussed in Section 4
Section 4.15(1)(a)(ii) Any draft environmental planning instrument	Not relevant to this application.
Section 4.15(1)(a)(iii) Any development control plan	Consideration of relevant the development control plan is discussed in Section 5.
Section 4.15(1)(a)(iiia) Any planning agreement	Not relevant to this application.
Section 4.15(1)(a)(iv) Matters prescribed by the regulations	Refer to Section 4.3.
Section 4.15(1)(a)(v)	Not relevant to this application.

Any coastal zone management plan	
Section 4.15(1)(b) - (e)	Refer to Section 6 of this SEE for consideration of (b), (c) and (e). Matter (d) relates to submissions and is a matter for the consent authority.

4.2.3. Section 4.46 – Integrated Development

The application is defined as 'integrated development' as it involves the development of bushfire prone land for a 'special fire protection purpose' (SFPP). Approval is required pursuant to section 100B of the *Rural Fires Act 1997*. Bushfire matters are discussed in Section 6.6 of this SEE.

4.3. Environmental Planning and Assessment Regulation 2000

4.3.1. Clause 98 – Compliance with the BCA

Pursuant to the prescribed conditions under Clause 98 of the Regulation, any building work *"must be carried out in accordance with the requirements of the Building Code of Australia"*.

The BCA Design Compliance Report, prepared for the proposal by MBC, includes recommendations to be addressed at the detailed design phase to ensure the proposed development is capable of compliance with the deemed to satisfy provisions of the Building Code of Australia 2019 (refer Appendix 17).

4.4. Biodiversity Conservation Act 2016

The *Biodiversity Conservation Act 2016* (BC Act) lists and protects threatened species, populations and ecological communities that are under threat of extinction in NSW. Impacts to threatened species and endangered ecological communities listed under the BC Act are required to be assessed in accordance with Section 7.3 of the BC Act and applicants must also consider whether their proposal will exceed the following Biodiversity Offset Scheme Development (BOSD) Thresholds:

1. Exceeding the clearing threshold on an area of native vegetation;
2. Carrying out development on land included in the Biodiversity Values Land Map; or
3. Having a 'significant effect' on threatened species or ecological communities.

A Threatened Biodiversity Assessment Report has been prepared by Conacher Consulting to address biodiversity matters (refer Appendix 10). Having regard to Section 7.3 of the BC Act and the BOSD Thresholds, the report makes the following key findings:

- The proposed development footprint will impact approximately 0.4ha of native vegetation, which is less than the 0.5ha clearing threshold for this site;
- The site is not located on the Biodiversity Values Land Map;
- The proposed development is not likely to significantly affect threatened species or ecological communities, or their habitats, as determined by the Test of Significance completed in accordance with Section 7.3 of the BC Act.
- The proposed development will not be carried out in a declared area of outstanding biodiversity value; and
- The proposed development is not required to be accompanied by a Biodiversity Development Assessment Report.

Further consideration of biodiversity matters is provided in Section 6.3.2.

4.5. Environment Protection and Biodiversity Conservation Act 1999 (Cth)

The *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) is the Commonwealth Government's key piece of environmental legislation. It provides a legal framework to protect and manage nationally and internationally important flora, fauna, ecological communities, migratory species and heritage places — defined in the EPBC Act as Matters of National Environmental Significance (MNES).

The Threatened Biodiversity Assessment at Appendix 10 provides an assessment of potential impacts to MNES and migratory species listed under the EPBC Act with the potential to occur in the subject site. In summary, the report found that proposal is not likely to have a significant impact on nationally listed threatened or migratory species or nationally listed threatened ecological communities. As such, referral to the Australian Government Department of the Environment and Energy is not required.

4.6. State Environmental Planning Policies

4.6.1. State Environmental Planning Policy No 19 – Bushland in Urban Areas

The general aim of this SEPP is to protect and preserve bushland within 'urban areas'. This SEPP applies to the subject site as it is within the (former) Gosford local government area.

Specifically, Clause 9 of the SEPP applies to land which adjoins bushland zoned or reserved for public open space purposes. This clause is relevant, as land zoned RE1 Public Recreation, and containing areas of 'bushland', is located directly adjacent to the site's western boundary. Pursuant to subclause 9(2), consent should not be granted unless the consent authority has considered a number of listed matters.

The relevant matters have been adequately addressed, as follows:

- Although the proposal would result in the removal of 16 native trees to accommodate the proposed earthworks and built form (refer Sections 3.4 and 6.3.1 of this SEE), the majority of trees within the site's western setback are proposed to be retained and protected. This includes a 10m wide revegetated corridor along the entire length of the western boundary, planted with endemic native species.
- The trees to be retained within the site's western setback will maintain amenity and visual separation from the proposed built form and will interlock with existing trees within the adjoining RE1 land. Retention of these trees will also help to maintain existing levels of connectivity with the larger habitat patch extending to the north of the site.
- A biodiversity assessment undertaken for the proposal indicates the acceptability of the proposed tree removal (see Section 6.3.2 and Appendix 10).
- No trees within the adjoining RE1 land are proposed to be removed. The proposed development is not likely to have any impacts on the adjacent bushland due to the proposed revegetated corridor, and the design and management measures proposed to manage potential impacts (e.g. stormwater and sediment and erosion controls).

In conclusion, the relevant matters have been appropriately considered and, in our view, this SEPP provides no barrier to the granting of development consent.

4.6.2. State Environmental Planning Policy No 55 – Remediation of Land

The objective of this SEPP is to provide a state-wide planning approach to the remediation of contaminated land for the purpose of reducing risks to human health and the environment.

Relevant to this proposal, Clause 7 provides that a consent authority must not consent to the carrying out of any development on land unless it has considered whether the land is contaminated. Further, if the land

is contaminated, the consent authority must be satisfied that the land is suitable (or will be made suitable, after remediation) for the proposed use.

A Preliminary Site Investigation has been prepared for the site by JKENvironments (see Appendix 13). It included a review of historical information, a walkover site inspection, soil sampling from eight boreholes and ten test pits, and installation of one groundwater monitoring well. Bulk asbestos screening was undertaken from the test pits.

Key findings of the investigation can be summarised as follows:

- Fill material and agricultural land use (including potential use of pesticides) were identified as the primary potential contamination sources at the site.
- The natural soil and bedrock at the site meet the definition of VENM for off-site disposal or re-use purposes.
- The majority of fill material encountered was considered to be 'site sourced' rather than imported (i.e. probably created via tilling and churning of the soil during past agricultural activities). Fill material is preliminarily classified as General Solid Waste (non-putrescible), subject to further inspection.
- A fibre-cement fragment (FCF) was encountered on the ground surface approximately mid-way along the site's street frontage. The FCF was considered likely to contain asbestos. It was considered to have been recently dumped on site and was removed during sampling. The FCF was considered to be an isolated find rather than indicative of a potential widespread contamination issue.
- No groundwater was encountered in the monitoring well. Based on this and the low concentrations of contaminants encountered in soil samples, the risk of groundwater contamination at the site is low.

Based on the above findings, the investigation concluded that the site is considered suitable for the proposed development subject to:

- Inspection of the surface following removal of vegetation and preparation of a surface clearance certificate for asbestos by a licensed Asbestos Assessor; and
- In the event of an unexpected find during this process, implementation of the unexpected finds protocol.

As such, the consent authority can be satisfied with respect to Clause 7.

4.6.3. State Environmental Planning Policy No 64 – Advertising and Signage

This SEPP aims to regulate the quality and positioning of signage, including advertising. It applies to all signage within NSW that is permissible with or without development consent under another environmental planning instrument, and that is visible from any public place.

Two business identification signs are proposed as detailed in the Architectural Plans at Appendix 1 and in Section 3.7 of this SEE.

The relevant provisions of this SEPP are addressed below. Note that no advertising signs are proposed.

Clause 3 - Aims and Objectives

The development proposal must have regard to the provisions, aims and objectives of SEPP 64. Relevant to this proposal, the Policy aims:

- (a) to ensure that signage (including advertising):*
 - (i) is compatible with the desired amenity and visual character of an area, and*
 - (ii) provides effective communication in suitable locations, and*

(iii) is of high quality design and finish.

The proposed signage will be integrated into the development's streetscape frontage. The materials, size and form of the proposed signage are considered suitable in the site's light-industrial setting and are consistent with the type of signage expected for a large-scale mixed use development requiring identification of multiple business. The signage will not detrimentally impact upon visual amenity or public safety. Accordingly, the signage will comply with the objectives of the SEPP.

Schedule 1 Assessment Criteria

Clause 8(b) provides that the proposed signage must satisfy the assessment criteria provided in Schedule 1 of the SEPP. Table 4 below demonstrates the proposal's satisfaction of these criteria.

Table 6: Compliance with SEPP 64 Assessment Criteria

Clause	Comment	Comply
1 Character of the area	The signage materials, colours and style are consistent with the existing and future character of the site's light-industrial setting.	✓
2 Special areas	The signage is not located near any environmentally sensitive areas, natural conservation areas or waterways. It will not be visible from the open space and residential areas to the west.	✓
3 Views and vistas	The proposed signage will not protrude above proposed buildings within the site, nor will it interfere with the viewing rights of other signage in the vicinity.	✓
4 Streetscape, setting or landscape	The number of signage elements has been reduced to its bare essential. Unnecessary clutter along the site's frontage is reduced by combining identification signage for each zone into a single, streamlined structure. The proposed signage will not require burdensome ongoing vegetation management and will not protrude above buildings.	✓
5 Site and building	The proposed signage is in proportion to the proposed buildings, and compatible with the character of the area.	✓
6 Associated devices and logos advertisements and advertising structures	N/A	N/A
7 Illumination	N/A	N/A
8 Safety	The proposed signage is integrated into the building and forecourt and setback from the side of the road. The signage will not pose a safety risk to passing traffic.	✓

4.6.4. State Environmental Planning Policy (Infrastructure) 2007

This SEPP aims to facilitate the effective delivery of infrastructure across NSW.

The relevant clauses of this SEPP are addressed in the following table. In summary, the proposal complies.

Table 7: Compliance with Infrastructure SEPP

Clause	Comment	Comply
45 - Determination of development applications—other development	This clause requires the DA to be referred to Ausgrid for comment as the proposal involves work within 5m of an exposed overhead electricity power line as well as the undergrounding of overhead powerlines fronting the site. Any referral comments received from Ausgrid will be considered by the applicant and any recommendations will be implemented during the detailed design and construction phase.	✓
101 - Development with frontage to classified road	Sunny Bank Road is a local road and therefore this clause does not comply.	N/A
102 - Impact of road noise or vibration on non-road development	This clause does not apply as the site is not in or adjacent to the road corridor of the nearby Pacific Highway or any other freeway, toll way, transitway or other road with an annual average daily traffic volume of more than 20,000 vehicles. Notwithstanding, potential impacts of impact of road noise upon the childcare centre from road noise is considered in Section 6.3.7 of this SEE.	N/A
103 - Excavation in or immediately adjacent to corridors	This clause does not apply as the land is not in or adjacent to the road corridor of the nearby Pacific Highway or any other road corridor listed under subclause 103(1).	N/A
104 - Traffic-generating development	This clause applies, as the proposal involves more than 8,000m ² of warehouse floor space. The proposal is therefore likely to be referred to the RMS for its concurrence. Consideration of the road safety and parking implications of the proposal is provided in Section 6.3 of this SEE.	✓

4.6.5. State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017

The objective of this SEPP is to provide a simplified and streamlined approval process for educational establishments and child care facilities with consistent development design considerations.

Part 3 of the SEPP outlines the relevant provisions to child care facilities, a summary of which is provided in Table 8. In summary, the proposal complies.

Table 8: Compliance with Part 3

Subclause	Comment	Comply
22 - Centre-based child care facility—concurrence of Regulatory Authority required	This clause does not comply as the proposed childcare centre complies with the indoor and outdoor unencumbered space requirements under regulation 107 and 108 of the Education and Care Services National Regulations.	N/A

for certain development		
23 - Centre-based child care facility—matters for consideration by consent authorities	The proposed childcare centre has been designed generally in accordance with the applicable provisions of the Child Care Planning Guideline. Further details of the proposal's compliance with this guideline can be provided at the detailed design stage, as required.	✓
24 - Centre-based child care facility in Zone IN1 or IN2—additional matters for consideration by consent authorities	The proposed childcare centre is considered to be compatible with neighbouring low-intensity industrial land uses and proposed uses within the site. It is sited away from the loading and waste collection areas within the proposed Warehouse Zone to minimise potential amenity impacts. Importantly, the Acoustic Assessment at Appendix 7 confirms that the proposed childcare centre will not be adversely affected by noise from traffic and industrial activity. In addition, the Preliminary Site Investigation at Appendix 13 confirmed that the site is suitable to accommodate the proposed development with respect to site contamination. There are no know restricted premises, sex services premises or hazardous land uses in proximity to the site.	✓
25 - Centre-based child care facility—non-discretionary development standards	The proposed childcare centre complies with the non-discretionary development standards contained in this clause, including with respect to indoor or outdoor space.	✓
26 - Centre-based child care facility—development control plans	The GDGP does not contain any requirement, standard or control in relation to any of the matter identified in this clause.	N/A

4.6.6. State Environmental Planning Policy (Koala Habitat Protection)

This SEPP aims to encourage the proper conservation and management of koala habitat in NSW. It has application to the subject site as it is located within the Central Coast local government area and a koala management area.

The site is identified on the Koala Development Application Map, contains an area of at least 1 hectare and is not subject to an approved koala plan of management.

Clause 9 of this SEPP identifies that before a Council may grant consent to a development application for consent to carry out development on the land, the Council must take into account:

- (a) the requirements of the Guideline, or*
- (b) information, prepared by a suitably qualified and experienced person in accordance with the Guideline, provided by the applicant to the Council demonstrating that:*
 - (i) the land does not include any trees belonging to the feed tree species listed in Schedule 2 for the relevant koala management area, or*

(ii) *the land is not core koala habitat.*

The Threatened Biodiversity Assessment Report at Appendix 10 confirms that the site is not core koala habitat in accordance with the draft Koala Habitat Protection Guideline.

Therefore, pursuant to Clause 9 of the SEPP, the consent authority can be satisfied the land is not core koala habitat and it is not prevented, because of this Policy, from granting consent to the development application.

4.6.7. State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017

This SEPP aims to protect the biodiversity values of vegetation in non-rural areas, and preserve the amenity of non-rural areas through the preservation of vegetation. It applies to the subject site as it is zoned IN1 General Industrial zone.

Clause 7 provides that a person must not clear vegetation (including any tree) in any non-rural area of the State without the authority conferred by a permit granted by the Council. However, Clause 8 provides that an authority to clear vegetation is not required if it is authorised under section 60O of the *Local Land Services Act 2013* (LLS Act). The relevant section of the LLS Act includes clearing authorised by a development consent. As development consent is being sought for the clearing of 16 trees within the site, the issuing of a separate permit under this SEPP is therefore not required.

4.7. Gosford Local Environmental Plan 2014

The *Gosford Local Environmental Plan 2014* (GLEP) applies to the subject site. The provisions relevant to the proposed development are addressed in Table 9. In summary, the proposed development will comply with the provisions of the GLEP.

Table 9: Compliance with GLEP

Clause	Comment	Comply
2.2 Zoning of land to which plan applies	As shown in Figure 2 in this SEE, the site is zoned IN1 General Industrial.	✓

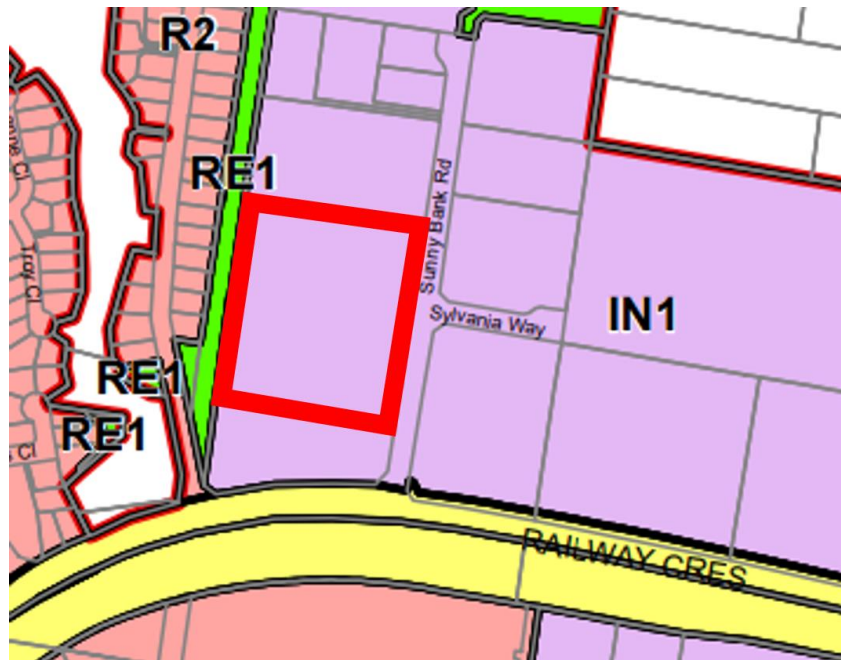


Figure 16: Current land zoning (Source: GLEP)

2.3 Zone objectives & Land Use Table	The objectives and permissible uses of the zone are addressed below ('Land Use Table').	✓
2.6 Subdivision—consent requirements	<p>This clause enables the land to be subdivided with development consent. None of the lots contains a dwelling house and the subdivision will not result in the subdivision of a secondary dwelling.</p> <p>Note that the proposed re-subdivision is not permitted without consent pursuant to <i>State Environmental Planning Policy (Exempt and Complying Development Codes) 2008</i>.</p>	✓
Land Use Table	<p>The proposal complies with the relevant objectives of the IN1 zone as it provides:</p> <ul style="list-style-type: none"> ▪ a range of light industrial and warehouse land uses on a currently under-utilised site, that are compatible with adjoining industrial uses; ▪ employment opportunities during the construction and operation phases, in proximity to public transport and established residential areas; ▪ ancillary retail, commercial and service land uses to meet employee needs (both on-site employees and those of nearby sites); ▪ an appropriate built form and layout, and mitigation measures where necessary, to minimise any adverse effect on sensitive land uses within the site and the adjoining residential area to the west; and ▪ ecologically, socially and economically sustainable development. <p>The following land uses are proposed, all of which are permissible with consent in the IN1 zone:</p> <ul style="list-style-type: none"> ▪ Warehouse or distribution centre 	✓

	<ul style="list-style-type: none"> ▪ Light Industries ▪ Neighbourhood shop ▪ Café and restaurant ▪ Self-storage units ▪ centre-based child care facility ▪ Recreation facility (indoor) ▪ Veterinary Hospital 	
4.1 Minimum subdivision lot size	The site is not subject to a minimum lot size requirement, nor does this clause apply to strata and community title subdivision.	N/A
4.1AA Minimum subdivision lot size for community title schemes	This clause does not apply to community title subdivision of IN1 General Industrial zoned land.	N/A
4.1A Minimum subdivision lot size for strata plan schemes in certain rural, residential, recreation and environment protection zones	This clause does not apply to strata subdivision of IN1 General Industrial zoned land.	N/A
4.3 Height of buildings	The site is not subject to a height of buildings requirement.	N/A
4.4 Floor space ratio	The site is not subject to a floor space ratio requirement.	N/A
5.4 Controls relating to miscellaneous permissible uses	This clause stipulated that the retail floor area of a neighbourhood shop must not exceed 100m ² . The proposed neighbourhood shop has a retail floor area of 86.88m ² , in compliance with this clause.	✓
5.10 Heritage Conservation	The site is not within a heritage conservation area and does not contain, nor is it in proximity, to any heritage-listed items. The Due Diligence Report for Aboriginal Objects prepared by Conacher Consulting found that the site is unlikely to contain any Aboriginal objects or places (see Appendix 14). Notwithstanding, appropriate stop-work measures would be implemented should any Aboriginal objects be discovered throughout the excavation phase of development, to minimise impacts and allow for appropriate conservation works to be undertaken.	✓
6.1 Acid Sulfate Soils	The subject site is mapped as containing 'Class 5' soils. No works are proposed below 5m AHD and by which the watertable is likely to be lowered. Accordingly, preparation of an acid sulfate soils management plan is not required.	✓

5. OTHER PLANNING CONSIDERATIONS

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

- Central Coast Regional Plan 2036;
- Gosford Development Control Plan (GDGP) 2013; and
- Draft Central Coast Local Environmental Plan 2018.

5.1. Central Coast Regional Plan

The *Central Coast Regional Plan 2036* (CCRP), released by the NSW Government in 2016, provides strategic direction for the Central Coast region. It aims to build a strong economy capable of generating jobs, providing greater housing choice, essential infrastructure, lively centres for shopping, entertainment and dining, and protecting the natural environment. To achieve this vision, the HRP sets out a number of goals, directions and actions to guide the NSW Government's land use planning priorities and decisions over the next 20 years. The CCRP sets clear directions anticipating predicted demographic, economic, social and environmental impacts.

Relevant sections of the CCRP are outlined in the table below.

Table 10: Consistency with the CCRP

Direction	Comment
Direction 4: Strengthen interregional and intra-regional connections for business	<p>This Direction seeks to improve transport connections between strategic centres and transport gateways, making it easier for people to use public transport to get to work, recreation facilities and services.</p> <p>Consistent with this Direction, the proposal provides employment generating land uses with good connections to key centres via the Main Northern Rail Line and M1 Pacific Motorway.</p>
Direction 5: Support new and expanded industrial activity	<p>This Direction seeks to maintain an ongoing supply of land for employment in strategic locations to support the regional economy and create more jobs closer to home. The region has 1,990 hectares of zoned industrial land, 54% of which was undeveloped at January 2016, often due to biodiversity and infrastructure issues.</p> <p>The proposal is consistent with this Direction, providing industrial activity on a currently vacant, industrial zoned site within an established industrial area. The site is well-served by infrastructure and can be developed without adversely impacting upon the Region's biodiversity values.</p>
Direction 7: Increase job containment in the region	<p>Consistent with this Direction, the proposal provides employment generating land uses and opportunities for new businesses within an established industrial area in proximity to a large employment base. It will therefore help reduce the percentage of employed persons who travel outside the region each day for work.</p>
Direction 8: Recognise the cultural landscape of the Central Coast	<p>This Direction seeks to protect the cultural heritage and scenic values of the region. The proposal is consistent with this Direction as the site does not contain any known Aboriginal or European heritage values and the proposal has been designed to respond to the character of the surrounding area.</p>

Direction 12: Protect and manage environmental values	In line with this Direction, the proposal includes measures to protect and/or mitigate potential impacts on environmental values, including the provision of a revegetated corridor along the site's western boundary. A biodiversity assessment has been undertaken confirming that the proposal is unlikely to adversely impact upon such values.
Direction 13: Sustain water quality and security	Consistent with this Direction, the proposal includes measures during the construction and operation phases to minimise any potential impacts on water quality. Importantly, the proposed stormwater system and Water Sensitive Urban Design strategy has been designed in accordance with Council's requirements to manage water quantity and quality.
Direction 14: Protect the coast and manage natural hazards and climate change	This Direction seeks to manage the risks to communities from the impacts of climate change, including with respect to bushfire and flooding. A bushfire hazard assessment has been undertaken for the proposal. It provides mitigation measures which have been incorporated into the proposal to ensure the site's bushfire constraints can be appropriately managed, particularly with respect to the proposed child care centre. In addition, the proposed stormwater system has been designed to minimise potential impacts on local flooding through the adoption of on-site detention.
Direction 18: Create places that are inclusive, well-designed and offer attractive lifestyles	Consistent with this Direction, the proposal seeks to create a vibrant and accessible employment and services hub that appeals to a broad range of demographics.

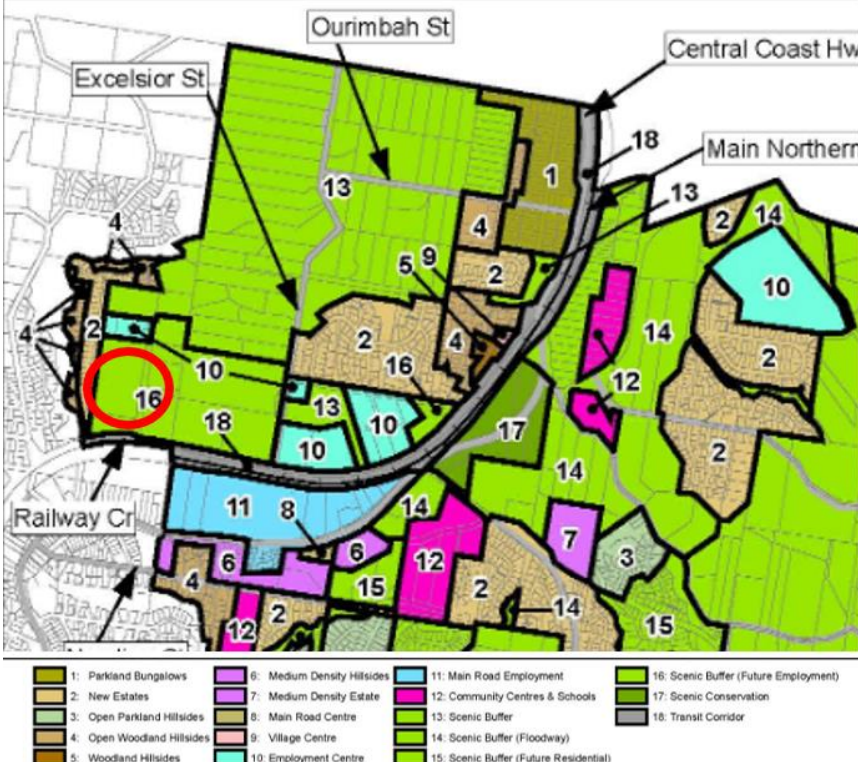
5.2. Gosford Development Control Plan 2013

The *Gosford Development Control Plan 2013* (the GDCP) applies to the proposed development. Compliance with the relevant controls is addressed in Table 11. Note that satisfaction of the GDCP Objectives will be achieved through compliance with the specific controls in each section.

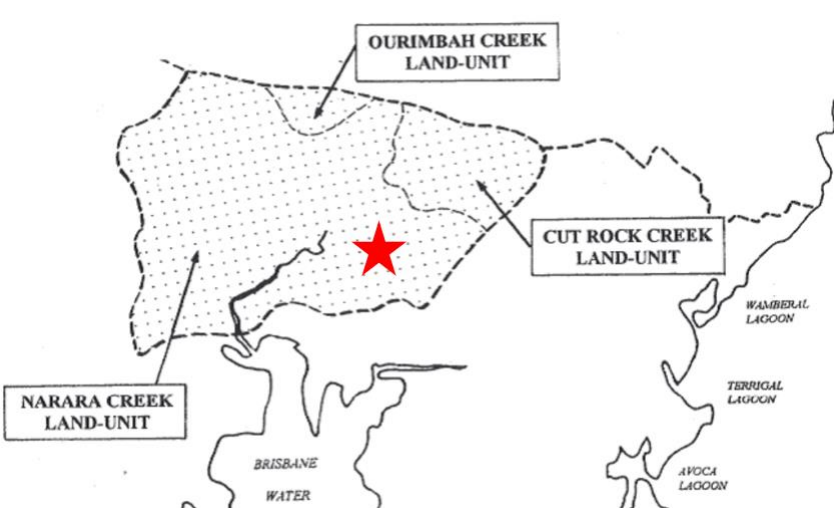
Table 11 demonstrates that the proposal is compliant with the majority of the prescriptive controls of the GDCP and, more importantly, consistent with all relevant objectives and/or performance-based controls. Overall, the submitted scheme has been specifically designed to achieve a good design outcome for neighbouring properties and future site users and to create a contemporary development of high-quality. In all aspects, the minor variations are considered to result in overall positive outcomes.

Table 11: Compliance with GDCP 2013

Relevant Control	Comment	Comply
Part 2 Scenic Quality and Character		
Chapter 2.1 Character		

<p>2.1.9 How should Character Statements be used?</p>	<p>The site is located within the 'Lisarow 16: Scenic Buffer (Future Employment)' character area (refer Figure 17). The Architectural Design Statement prepared by BHI Architects discusses how the proposal fits with the desired character for this area. Refer to Section 6.2.1 for further discussion.</p>  <p>Figure 17: Extract of Lisarow 'Places' map. Approximate location of site indicated by red circle. (Source: GDCP)</p>	<p>-</p>
<p>2.1.10 What should be included with each Development Application?</p>	<p>This DA includes the following information to demonstrate the proposal's compatibility with the stated desired character for this area:</p> <ul style="list-style-type: none"> ▪ A written response to the provisions of this Chapter (below); ▪ Aerial photographs of the site and surroundings, demonstrating predominant patterns of buildings and vegetation; ▪ Ground level photographs demonstrating the scenic prominence of the site and the surrounding locality relative to available public vantage points; ▪ A site survey showing key features of the site and adjoining properties; ▪ Locality plans, elevations and cross sections illustrating the neighbourhood context and demonstrating how the proposal responds to natural features; and ▪ Specialist reports demonstrating suitable protection and enhancement for important natural features, including an arborist report, landscape concept plan, geotechnical and sediment management reports, and an architectural design statement. 	<p>✓</p>

<p>2.1.11 Illustrated Guidelines</p>	<p><u>2.1.11.2 Preferred land use & density</u></p> <p>The proposed land uses are permissible with consent in the IN1 zone under the GLEP, compatible with adjoining development, and provide for a variety of employment-related activities as encouraged under the desired character statement. While the GLEP does not provide an FSR for the site, the proposed density is considered appropriate with respect to site constraints and adjoining development.</p> <p><u>2.1.11.3 Scenic prominence & distinctiveness</u></p> <p>As discussed in the Architectural Design Statement at Appendix 2, the proposed development is compatible with the desired scenic character of the surrounding locality. In particular, the terracing of the proposed buildings up the site retains the character of a hillside development set into the backdrop of the existing vegetation.</p> <p><u>2.1.11.4 Natural features</u></p> <p>The proposal retains and protects important vegetation within the site. This includes an environmental corridor along the western edge to maintain ecological connectivity and amenity to nearby residential properties.</p> <p>Some trees are proposed to be removed to facilitate the proposed development. A biodiversity assessment and arborist report undertaken for the proposal indicate the acceptability of the proposed tree removal (see Sections 6.3.2 and 6.3.1 and Appendices 10 and 11, respectively).</p> <p><u>2.1.11.5 Patterns of buildings & surrounding gardens</u></p> <p>The proposed built form is broken up into a series of detached buildings that are stepped into the site's topography to enhance the desired scenic quality. As discussed in Section 6.2, appropriate measures are proposed to minimise potential adverse impacts upon the residential properties to the west.</p> <p><u>2.1.11.6 Height, scale & construction of buildings</u></p> <p>The modulated built form, with sloping roofs designed to follow and align with the site's topography, contribute to the desired character of the streetscape. The tallest buildings are located at the lowest point of the site, providing a strong visual presentation to Sunny Bank Road and Railway Crescent.</p> <p><u>2.1.11.7 Architectural form & details</u></p> <p>The proposed building façades are articulated along the streetscape with smaller scale wall elements, colonnades and entry structures providing a finer grain to the street pattern. This helps to mitigate the scale of the development and provides an urban rhythm through the relationship of mass, voids and architectural elements.</p> <p><u>2.1.11.8 Gardens, outdoor structures & street verges</u></p> <p>The proposed landscaping scheme includes the retention of important vegetation, including an ecological zone to the western edge of the site as the interface to neighbouring residential areas. Supplementary planting is proposed, including a 5m landscape strip fronting Sunny Bank Road, to enhance the visual amenity of the proposed built form, and provide shade and amenity to site users.</p>	<p>✓</p>
Chapter 2.2 Scenic Quality		

	<p>The site is located within the Narara Creek landscape unit of the Narara Valley geographic unit (refer Figure 18), which is identified as having a local level of significance. The site is located mid-way along a moderate slope which extends along Sunny Bank Road to the north. Although visibly prominent from adjoining industrial development, Sunny Bank Road and the intersection with Railway Crescent, the site is not positioned on a ridgeline or escarpment and has a relatively limited visual catchment. Some views are available to the site from the residential properties and recreation area to the west, however these are heavily screened by existing vegetation.</p> <p>The proposal is consistent with the development objectives for this landscape unit as it proposed to retain and supplement existing vegetation in the western setback, and provides an appropriate density and built form. Refer to Section 6.2.2 for further discussion.</p>  <p>Figure 18: Extract of Narara Valley geographic unit map. Approximate location of site indicated by red star. (Source: GDCP)</p>	✓
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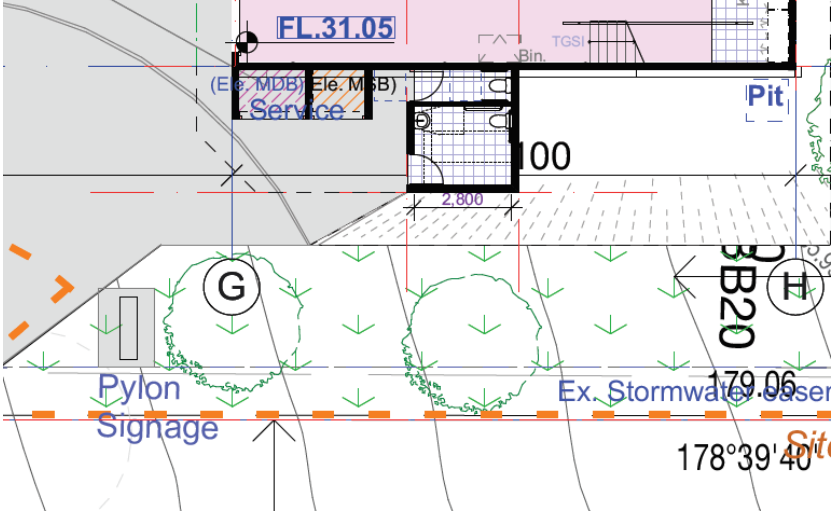
Part 3 Specific Controls and Development types

3.6 Subdivision of Rural and Non-urban Land

3.6.4 Specific Requirements	<p><u>3.6.4.1 Location</u></p> <p>The proposed subdivision will not contravene any applicable environmental planning instrument. It is appropriate in regard to the site's natural hazards and will not facilitate the development of residential development.</p> <p><u>3.6.4.2 Arrangement of Lots</u></p> <p>The site is not subject to a minimum lot size requirement under the GLEP. The proposed subdivision has been designed to respond to the site's natural features and the future uses of the proposed buildings.</p> <p><u>3.6.4.3 Roads</u></p> <p>The site is serviced by the existing road network which services the Lisarow industrial area. The Assessment of Traffic and Parking</p>	✓
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	<p>Implications at Appendix 8 confirms that the proposed new internal circulation roadways are suitable to service the proposed development.</p> <p><u>3.6.4.4 Utility Services</u></p> <p>As discussed in Section 6.5.2 of this SEE, the subject site is currently serviced by water, sewer, electricity, and telecommunication networks, which can be upgraded as required to service the proposed development. A new kiosk substation will be installed at the site's Sunny Bank Road frontage to supply both proposed lots. Any additional required installation and upgrades will be confirmed at the detailed design stage.</p> <p><u>3.6.4.5 Form of Title</u></p> <p>The proposed community title subdivision and associated strata arrangements have been carefully designed to logically respond to the physical components of the development and future site operations.</p>	
3.9 Child Care Centres		
3.9.3 Location	<p>The proposed childcare centre has been sited and designed to minimise exposure to undesirable health and safety risks from the site and surrounding areas, including with respect to traffic and loading activities, contamination and bushfire hazards. It has also been sited to minimise adverse amenity, privacy and noise impacts upon the adjoining residential properties to the west.</p> <p>The site is well-serviced by public transport, and the proposed childcare centre is easily accessible by future site workers and employees on adjoining sites.</p>	✓
3.9.4 Site Requirements	<p><u>3.9.4.2 Residential, Business and Industrial Zones</u></p> <p>As the proposed childcare centre is not a standalone development, many of the controls within the section are not directly applicable. Notwithstanding, as discussed in Sections 6.2.1 and 6.2.2 of this SEE, the proposed development (inclusive of Building B which will accommodate the childcare centre) has been designed to respond to the site's topography and nearby development, and is of an acceptable bulk and scale. The proposed childcare centre is located towards the front of the site, significantly separated from the nearby residential development to the west.</p> <p><u>3.9.4.4 General Requirements</u></p> <p>As discussed in Section 4.6.5 of this SEE, the proposed childcare centre has been designed generally in accordance with the applicable provisions of the Child Care Planning Guideline. The NSW Department of Community Services will be consulted with during the detailed design phase to ensure the proposed childcare centre complies with relevant NSW Government legislation.</p>	✓
3.9.5 Traffic and Parking	<p><u>3.9.5.2 Traffic</u></p> <p>The Assessment of Traffic and Parking Implications (ATPI) at Appendix 8 confirms that there will be no adverse impacts with respect to traffic generated by the proposal (including the childcare centre) and that the proposed access and parking arrangements are suitable for the proposed use.</p> <p><u>3.9.5.3 Parking</u></p>	✓

	The ATPI confirms that the proposed parking arrangements are suitable for the proposed childcare use with respect to staff and children number. All car parking for the childcare centre will be located at basement level and will not be visible from the street.	
3.9.6 Visual and Acoustic Privacy	The proposed childcare centre is located towards the front of the site, significantly separated from nearby residential development to the west. The childcare centre is not anticipated to have any adverse impacts upon nearby residential development with respect to acoustic or visual privacy.	✓
3.9.7 Design of Outdoor Play Areas	The proposed outdoor play areas have been sited and designed to accommodate stimulating outdoor play environment with a high level of amenity, accessibility and safety, and to minimise adverse impacts upon adjoining development and the streetscape. The proposed landscape scheme will screen views of the outdoor play areas from the street. BHI Architects has confirm that more than 50% of all outdoor areas would be shaded during the hours of 10.00 am to 3.00 pm.	✓
3.9.8 Accessibility	The Access Report included at Appendix 16 confirms that the proposed childcare is capable of complying with relevant access provisions.	✓
3.9.9 Landscaping	Landscape Plans have been prepared for the proposed childcare centre and include all required details (refer Appendix 3). The proposed landscaping scheme has been designed to provide an attractive and functional environment with a high level of amenity.	✓
3.9.10 Building Appearance	As discussed in Sections 6.2.1 and 6.2.2 of this SEE, the proposed childcare centre and broader development proposal has been attractively designed to respond to the surrounding built and natural environment. No adverse visual or streetscape impacts are anticipated.	✓
3.9.11 Building Code of Australia and Food Regulations	The BCA Design Compliance Report included at Appendix 17 provides recommendations to ensure that the proposed childcare centre is capable of achieving compliance with the requirements of the BCA and relevant adopted standards. Refer to Section 6.2.5 of this SEE for further discussion.	✓
3.11 Industrial Development		
3.11.4 Subdivision	<u>3.11.4.2 Dimensions of New Allotments</u> It is unclear if the minimum lot sizes and widths stipulated by this control apply to community title subdivision arrangements. Notwithstanding, while some of the new lots do not meet minimum requirements, the proposed community title subdivision and associated strata arrangements have been carefully designed to logically respond to the physical components of the development and future site operations. Sufficient areas and dimensions are provided by the association lot to provide adequately for access, landscaping, and building separation.	Acceptable
	<u>3.11.4.3 Roads</u> The site is serviced by the existing road network which services the Lisarow industrial area. The Assessment of Traffic and Parking Implications at Appendix 8 confirms that the proposed new internal circulation roadways are suitable to service the proposed development. <u>3.11.4.4 Stormwater Drainage</u>	✓

	<p>The Subdivision Plans at Appendix 6 include appropriate easements for stormwater drainage. Initial advice from Council indicated that consent for the interallotment drainage arrangement can be obtained at the Construction Certificate stage.</p> <p><u>3.11.4.5 Erosion and Sedimentation</u></p> <p>A Soil Erosion and Sediment Control Plan has been prepared in accordance with the requirements of the Erosion and Sedimentation Control chapter of this DCP (refer Appendix 5).</p> <p><u>3.11.4.6 Water and Sewer</u></p> <p>Consideration of water and sewer connections, including a s307 certificate, will be undertaken at the Construction Certificate stage, or as required.</p> <p><u>3.11.4.7 Other Services</u></p> <p>The applicant has undertaken preliminary consultation with Ausgrid. Any referral comments received from Ausgrid following referral of the DA will be considered by the applicant and any recommendations will be implemented during the detailed design and construction phase.</p> <p>Any additional required installation and upgrades, including in relation to water and sewer, will be confirmed at the detailed design stage. Refer to Section 6.5.2.</p>	
3.11.5 Building	<p><u>3.11.5.2 Setbacks and Boundaries</u></p> <p>All proposed buildings are setback between 10m and 19m from Sunny Bank Road, with the exception of two minor built elements of Building E (amenities and services) which encroaches within the required 10m setback (refer Figure 18 below). This variation is exceedingly minor and will be mitigated by extensive plantings within the front setback.</p> <p>All side and rear setback are in excess of the 5m requirement.</p>  <p><i>Figure 19: Extract of Site Plan (Source: BHI Architects)</i></p>	Acceptable

	<p><u>3.11.5.3 Building Height</u></p> <p>As discussed in Section 6.2, the proposed buildings will not create adverse impacts upon nearby developments (including with respect to overshadowing and visual privacy) or the scenic qualities of the area.</p> <p><u>3.11.5.4 Building Appearance</u></p> <p>As discussed in Sections 6.2.1 and 6.2.2, the proposed buildings have been attractively designed and will complement nearby development.</p>	✓
3.11.6 Ancillary Uses	<p><u>3.11.6.3 Retail</u></p> <p>The proposed retail uses (café, restaurant and neighbourhood shop) are permissible with consent in the IN1 zone under the GLEP. The permissibility of these uses is therefore not dependent on demonstrating that these uses are 'ancillary' to any other proposed use. Notwithstanding, it is noted that the proposed retail uses are intended to service site users and employees at nearby sites.</p>	✓
3.11.7 Parking and Loading	<p>The Assessment of Traffic and Parking Implications (ATPI) at Appendix 8 confirms that there is adequate provision for parking, manoeuvring and access for all vehicles serving and using the site.</p> <p><u>3.11.7.2 Car Parking</u></p> <p>The ATPI calculates the parking demand (136 spaces) for the proposed development based on the minimum rates set out in the DCP Car Parking chapter, the <i>Guide to Traffic Generating Development</i> (GTGD) and data from similar developments. It is proposed to provide a total of 143 spaces including 7 accessible spaces, in excess of requirements.</p> <p>The proposed uses are unlikely to attract regular touring buses for the inspection of the operations and/or ancillary retail sales of products. Accordingly, no additional parking is proposed to accommodate this demand.</p> <p>Some parking is provided between the building line and the street frontage., as allowed for by this control. This parking does not intrude into the landscaping area required under control 3.11.8.3.</p> <p><u>3.11.7.3 Loading and Unloading</u></p> <p>The ATPI confirms that there is adequate provision for delivery and service vehicles for the proposed uses. The swept path analysis attached to the ATPI provide confirmation that the driveway and manoeuvring areas will provide forward entry and exit from the site onto Sunny Bank Road for all vehicles reasonably expected to service the site.</p> <p>The majority of loading activities for the medium and large warehouses will be undertaken using internal loading bays. The external loading bays are generally positioned away from the street elevation and have been sited to minimise acoustic and visual impacts. The loading bays located in the western part of the site will be screened by existing vegetation and proposed landscaping within the rear (western) setback.</p>	✓
3.11.8 Environment	<p><u>3.11.8.2 Soil Erosion and Sedimentation Control</u></p> <p>A Soil Erosion and Sediment Control Plan has been prepared in accordance with the requirements of the Erosion and Sedimentation Control chapter of this DCP (refer Appendix 5). The measures outlined in this plan will be in place prior to any earthworks or substantial clearing works being carried out.</p>	✓

		<p><u>3.11.8.3 Landscaping</u></p> <p>As demonstrated by the Landscape Plans at Appendix 3, the proposed landscaping scheme includes:</p> <ul style="list-style-type: none"> ▪ Set backs and carparking areas are landscaped and will be maintained in accordance with sound landscaping principles. ▪ Integration of all buildings, car parks, access, and other features such as open drains. ▪ Shade canopy trees around external car parking areas. ▪ A minimum 5m landscape setback across the entire Sunny Bank Road frontage ▪ Identification of all trees proposed to be removed and protection measures for all trees proposed to be retained. ▪ Predominantly native and endemic species that are suitable in terms of soil types, species hardiness and on-going landscape maintenance requirements. <p><u>3.11.8.4 Pollution Control</u></p> <p><i>Noise</i></p> <p>The Acoustic Assessment prepared by Acoustic Dynamics advised that predicted noise levels from the proposal would comply with the project specific noise criteria, provided recommended mitigation measures are implemented.</p> <p>Refer to Appendix 7 and Section 6.3.7 of this SEE for further details.</p> <p><i>Air</i></p> <p>The proposal involves low-intensity industrial uses in the form of storage units and warehouses. All premises are expected to comply with the requirements of the Protection of Environment Operations Act 1997.</p> <p><i>Liquid Wastes</i></p> <p>The proposed industrial uses are not expected to generate substantial quantities of liquid wastes. Any liquid wastes from industrial processes will be disposed of to comply with the requirements of the relevant Water Supply Authority and any requirements of the Office of Environment and Heritage.</p> <p><i>Stormwater</i></p> <p>The proposed stormwater design includes water quality measured in accordance with Council's DCP requirements and Water Cycle Management strategy. Refer to the Water Sensitive Urban Design Strategy Report and civil drawings at Appendices 4 and 5, respectively.</p>	
3.11.9 Services	Site	<p><u>3.11.9.2 Road Access</u></p> <p>The site is serviced by fully constructed and sealed roads. The Assessment of Traffic and Parking Implications (ATPI) at Appendix 8 confirms that the proposed access driveways are suitable to service the proposed development, including with respect to pedestrian and vehicular safety, sight distances, and separation from nearby intersections.</p> <p><u>3.11.9.3 Stormwater Drainage</u></p> <p>A Water Sensitive Urban Design Strategy Report and civil drawings have been prepared in accordance with Council's DCP (see Appendices 4 and 5).</p>	✓

	<p><u>3.11.9.4 Water and Sewer</u> Consideration of water and sewer connections will be undertaken at the Construction Certificate stage, or as required.</p> <p><u>3.11.9.5 Solid Wastes</u> As outlined in the Operational & Construction Waste Management Plan at Appendix 15, and shown on the Architectural Plans at Appendix 1, garbage and recycling storage areas have been designed in accordance with Council's requirements and to meet the needs of site users.</p> <p><u>3.11.9.6 Other Services</u> Refer to discussion in this table above and Section 6.5.2.</p>	
Part 6 Environmental Controls		
6.1 Acid Sulfate Soils	The subject site is mapped as containing 'Class 5' soils. No works are proposed below 5m AHD and by which the watertable is likely to be lowered. Accordingly, preparation of an acid sulfate soils management plan is not required.	
6.2 Coastal Frontage	The site is not identified on the land application maps to which this clause relates.	N/A
6.3 Erosion Sedimentation Control	A Soil Erosion and Sediment Control Plan has been prepared in accordance with DCP requirements (refer Appendix 5).	✓
6.4 Geotechnical Requirements For Development Applications	A Report on Geotechnical Assessment has been prepared by JKGeotechnics in accordance with Council's requirements. Refer to Appendix 12 and Section 6.5.1 for further details.	✓
6.5 On-site Effluent and Greywater Disposal	This chapter applies to residential development where effluent and/or wastewater is disposed of on the subject site.	N/A
6.6 Tree and Vegetation Management	Consent for vegetation/tree removal is being sought under this DA. Accordingly, a permit is not required from Council.	✓
6.7 Water Cycle Management	A Water Sensitive Urban Design Strategy Report has been prepared by Acord Consultants to address stormwater management issues (refer Appendix 4). The report is accompanied by civil drawings which detail the proposed stormwater management system for the site (Appendix 5). The stormwater design, including water quantity and quality, has been prepared in accordance with Council's DCP requirements and Water Cycle Management strategy.	✓
Part 7 General Controls		
7.1 Car Parking		
7.1.2 Implementation	The Assessment of Traffic and Parking Implications (ATPI) at Appendix 8 calculates the parking demand (136 spaces) for the proposed development based on the minimum rates set out in this chapter, the <i>Guide to Traffic Generating Development</i> (GTGD) and data from similar	✓

	developments. It is proposed to provide a total of 143 spaces including 7 accessible spaces, in excess of requirements.	
7.1.3 Car Parking Requirement for Specific Land Uses	As outlined above, the proposed car parking supply exceeds the requirements of this chapter. In addition, 20 bicycle spaces and four motorcycle spaces are provided even though the DCP does not specify a requirement in this regard.	✓
7.1.4 Design Criteria	<p><u>7.1.4.1 Location of On Site Parking</u> Proposed parking spaces have been distributed throughout the site to meet the needs of future site users. All public parking spaces are directly accessible from the site's main driveway off Sunny Bank Road. External at-grade parking has been sited and screened with landscaping to minimise impacts on the streetscape and nearby residential development.</p> <p><u>7.1.4.2 Parking Spaces and Driveway Standards</u> The ATPI confirms that the proposed on-site car parking spaces and driveways comply with the AS 2890.1.</p> <p><u>7.1.4.3 Loading/Unloading</u> The ATPI confirms that the proposed loading facilities are suitable to service the proposed development and comply with AS 2890.1.</p> <p><u>7.1.4.4 Landscaping</u> Landscaping is proposed around the external car parking areas to provide shade and amenity. Refer to Appendix 3.</p> <p><u>7.1.4.5 Directional Signs and Marking</u> Direction signs and markings will be considered at the detailed design stage, as required.</p>	✓
7.2 Waste Management		
7.2.9 Documentation to be Submitted to Comply with the Requirements of this Chapter	An Operational & Construction Waste Management Plan (WMP) has been prepared by Waste Audit and Consultancy Services and is included at Appendix 15. The location of all proposed waste management facilities are shown on the Architectural Plans at Appendix 1.	✓
7.2.10 Waste Management Plans	The WMP outlines measures to minimise and manage waste generated during construction and operation. It nominates the volume and type of waste and recyclables to be generated, storage and treatment of waste and recyclables on site, disposal of residual waste and recyclables and operational procedures for ongoing waste management.	✓
7.2.11 Submission of WMP	A WMP is submitted with this DA, in compliance with this control.	✓
7.2.12 Waste/Recycling Generation Rates	The WMP includes estimated waste/recycling generation rates, based on Council's requirements and relevant industry data.	✓

7.2.13 Demolition Buildings Structures	of or	No demolition works are proposed. Excavation material will be managed in accordance with the WMP and measures outlined in the Report on Geotechnical Assessment included at Appendix 12.	✓
7.2.14 Construction Buildings Structures	of or	The WMP outlines measures to maximise resource recovery and minimise waste generation during the construction phase.	✓
7.2.17 Commercial Developments and Change of Use		The WMP addresses the relevant requirements of this control and confirms that the proposed waste management facilities are suitable to meet the needs of future tenants.	✓
7.2.19 Industrial		The WMP addresses the relevant requirements of this control and confirms that the proposed waste management facilities are suitable to meet the needs of future tenants. The proposed warehouses are not intended for the storage of hazardous wastes or materials.	✓

5.3. Draft Central Coast Local Environmental Plan 2018

The consolidated draft Central Coast Council Local Environmental Plan (draft CCLEP) and draft Development Control Plan (draft CCDCP) has been granted a Gateway Determination by the NSW Department of Planning, Industry and Environment and is currently being drafted by Central Coast Council. The draft CCLEP and CCDCP seeks to consolidate, refine and improve the planning structure within the Central Coast Local Government Area and propose several amendments to principal development standards.

None of the proposed amendments impact upon the proposed development. In particular, the site's current zoning and key planning controls will remain unchanged, and all proposed uses will continue to be permissible with consent in this zone.

6. ENVIRONMENTAL IMPACT ASSESSMENT

6.1. Overview

The likely impacts of the development and the constraints affecting the site have been explored throughout this SEE. The following sections explore and assess the major potential impacts and constraints in greater detail with specific reference to the heads of consideration under Section 4.15 of the EP&A Act.

6.2. Built Environment

6.2.1. Context and Character

The immediately surrounding area is predominantly characterised by low-intensity industrial development, with the exception of the Niagara Park residential suburb to the west which is separated by a narrow strip of remnant bushland.

Under the Gosford DCP, the site is located within the 'Lisarow 16: Scenic Buffer (Future Employment)' character area. Having regard to the DCP's existing character statement, the Architectural Design Statement prepared by BHI Architects describes the site's existing character as *'one of a cleared farm paddock with a moderate slope up to the North. The western edge has significant vegetation which abuts a residential estate'* (see Appendix 2).

The DCP's desired character statement for this area encourages a variety of employment-related activities within a built form that responds to scenic characters of hillside properties and road verges, protects important vegetation, appropriately responds to bushfire hazards and provides a street address.

The proposed development has been sited and designed to respond to the stated desired character, and particularly the site's sloping topography, bushfire constraints and ecological values, as well as the adjoining residential development to the west. The proposed development has the following attributes that fit with the Desired Character, as described by BHI Architects:

- *The use of the site is for a diverse range of employment-related activities*
- *The site planning is arranged such that the key buildings address Railway Crescent and the coastal railway*
- *The proposed built form and materiality will contribute to a high quality urban design outcome*
- *A strategy of buildings terracing up the site retains a character of a hillside development set into the backdrop of the existing vegetation*
- *Retention of an environmental corridor along the western edge*
- *The scale and bulk is reduced through the modulation of the built form, diversity of materials and sloping roofs following and aligning with the site gradients.*
- *Roof terraces, entry structures, colonnades, extensive glazing and sun screen elements contribute to the desired character of the streetscape*
- *The existing vegetation is complimented by significant additional landscape works throughout the site and along the street frontage*
- *There is minimal parking to the street frontage with basement parking integrated where possible and other off street parking within the built form or to the rear of the site*

Overall, the proposal is considered to be compatible within the context and desired character of the site and surrounding areas.

6.2.2. Visual Impact

The site is located mid-way along a moderate slope which extends along Sunny Bank Road to the north. Although visibly prominent from adjoining industrial development, Sunny Bank Road and the intersection with Railway Crescent, the site has a relatively limited visual catchment. Some views are available to the site from the residential properties and public recreation area to the west, however these are heavily screened by existing vegetation.

Numerous elements have been incorporated into the design to minimise potential visual impacts and maximise the visual amenity of the development when viewed from public areas and adjoining development, including the following:

- The scale of the proposed development is broken up into a series of detached buildings to facilitate vehicular and pedestrian permeability through the site and to minimise the appearance of bulk and scale. The buildings have been stepped into the site's topography to further minimise built form impacts.
- Positioning of the tallest proposed buildings at the lowest point of the site fronting Sunny Bank Road, to maintain an appropriate interface with the residential development to the west, and to provide a strong visual presence at the main entry point of the site with visibility from the intersection with Railway Crescent.
- Basement parking to minimise open hard stand areas and minimal parking to the street frontage.
- The architectural expression and façade articulation along the streetscape to provide visual interest and mitigate the scale of the development.
- A consistent architectural language and limited pallet of materials across all buildings providing a cohesive appearance through all building types and a thematic design to the entire site.
- Retention of existing trees within the rear setback, supplemented by new plantings, to maintain and enhance visual screening through to the site from the residential properties to the west.
- Loss of some existing site vegetation will be mitigated by the extensive landscaping regime, including to the street frontage, which has been designed to soften built form and enhance visual amenity.
- Visual permeability through the site to the vegetated corridor at the western boundary.

Overall, the proposal provides a positive addition to the Sunny Bank Road streetscape and is not anticipated to have any adverse impacts upon visual amenity.

6.2.3. Overshadowing

Shadow Diagrams have been prepared for the proposal (within the plans at Appendix 1) which illustrate anticipated shadowing at 9am, midday and 3pm during the winter solstice (21 June). An extract of the plan is provided at Figure 20. These diagrams demonstrate that the proposed development would have no overshadowing impacts upon the existing residential development to the west. There will be some overshadowing of the adjoining site to the south, however this will only extend over a small portion of the site. It is noted that this site is zoned IN1 General Industrial and does not currently contain a sensitive land use, nor is it likely to be developed in the future for any sensitive land uses.

Overshadowing impacts associated with the development are considered to be acceptable.

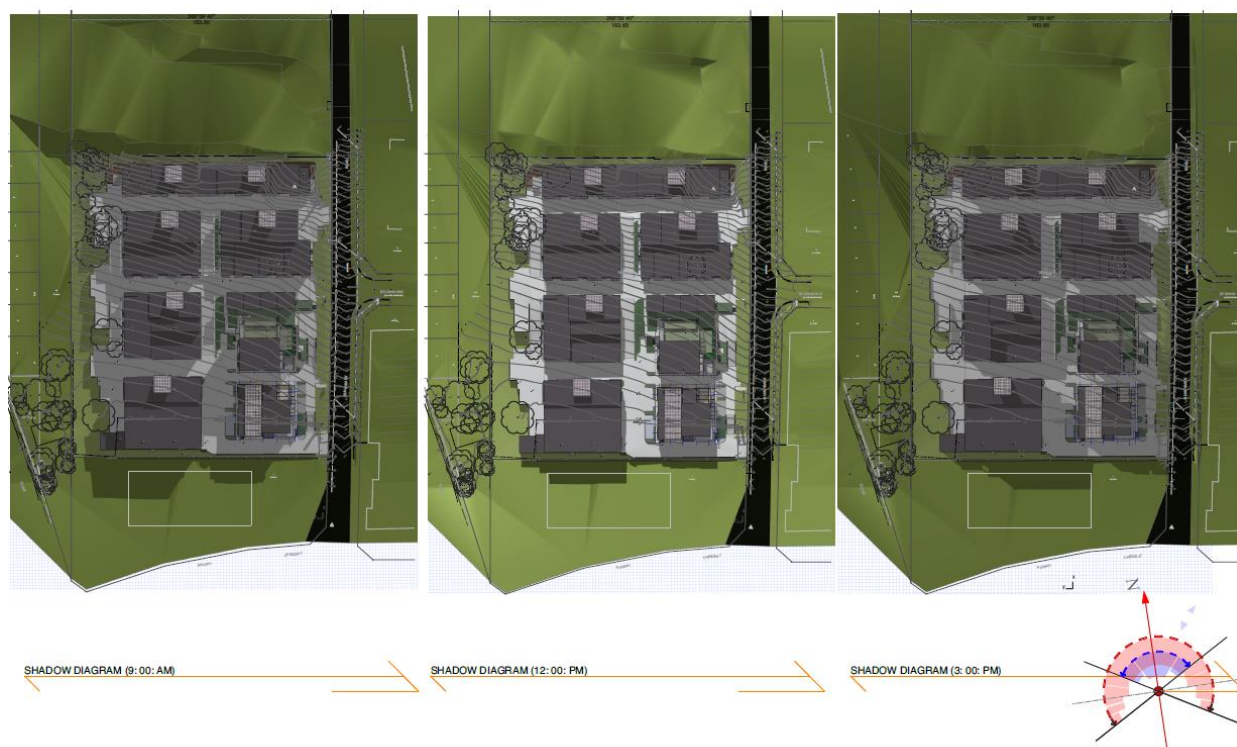


Figure 20: Extract of Shadow Diagrams (Source: BHI Architecture)

6.2.4. Aboriginal Heritage

A Due Diligence Report for Aboriginal Objects was prepared for the proposal by Conacher Consulting (see Appendix 14). It includes an assessment of the proposed development against the *Due Diligence Code of Practice for the Protection of Aboriginal Objects in New South Wales* (DECCW, 2010).

The above-mentioned Code indicates that for developments proposed to disturb the ground's surface (as currently proposed), the following initial assessment steps should be taken:

- Search the AHIMS database or any other sources of which you are aware.
- Determine whether the site contains landscape features that indicate the likely existence of Aboriginal objects.

An AHIMS search was conducted in June 2019 which indicated no Aboriginal sites or places had been identified within the site, inclusive of a 50m buffer. The applicant is not aware of any other information which would suggest the site contains Aboriginal objects or places.

The site was then assessed against the landscape features listed within the Code. It was found the site was within 200m of a fourth order watercourse that forms a tributary of Narara Creek. This watercourse is located offsite and is therefore considered not to be a natural landscape feature that would indicate the presence of Aboriginal objects within the subject site. Further, the land is 'disturbed land' as defined within the Code, as a result of observable human activities which have changed the land's surface. These activities include the construction of a material storage area and fencing, vegetation clearing and grazing of livestock.

The Code indicates that, after completing the above assessment steps, *'it is reasonable to conclude that there are no known Aboriginal objects or a low probability of objects occurring in the area of the proposed*

activity, you can proceed with caution without applying for an AHIP (p12)'. Accordingly, additional assessment is not considered necessary.

Regardless, as suggested within the Code, any excavation works would *'proceed with caution. If any Aboriginal objects are found, stop work and notify (the now Office of Environment and Heritage). If human remains are found, stop work, secure the site and notify the NSW Police and OEH (p10).'*

6.2.5. Building Compliance

The proposed development has been designed in accordance with all the relevant controls of the Building Code of Australia 2019 (BCA). A BCA Design Compliance Report has been prepared by MBC (see Appendix 17). This report sets out recommendations to ensure that the proposed building works are capable of achieving compliance with the requirements of the BCA and relevant adopted standards without undue modification to the design or appearance of the buildings. The report identifies two areas that are required to be assessed against the relevant performance requirements of the BCA. These relate to egress from the childcare centre and the provision of unisex ambulant amenities within proposed Building E. The submission for Construction Certificate will need to include verification from a suitably accredited fire engineer and access consultant in relation to these non-compliances.

Compliance with the BCA will be further demonstrated with the Construction Certificate.

6.3. Natural Environment

6.3.1. Tree Management

An Arboricultural Impact Assessment has been prepared for the proposal by Advanced Treescape Consulting (see Appendix 11). The report assesses the potential impacts of the proposed development on the 25 trees within the subject site and 3 mature trees immediately adjoining the site to the west (see Figure 6 at Section 3.2.2 of this SEE). It includes an assessment of the health, condition and retention value of those trees, and provides advice and recommendations regarding tree retention and protection.

The report makes the following findings and recommendations in relation to the subject trees:

- Based on a visual assessment, the majority of trees have been stressed from historic vegetation clearing. Some of the remnant forest trees in the western part of the site have interlocking canopies with the trees located within the adjoining council managed easement.
- The three trees adjoining the site, and one tree within the site, have high retention values. Of the remaining trees, 17 have a moderate retention value, five have a low retention value and two have a very low retention value.
- The proposed development footprint and extent of excavation necessitates the removal of eight trees (Nos. 1, 5, 6, 14, 16 - 18 & 28). All of these trees have a moderate retention value apart from tree 28 which has a low retention value.
- Eight trees (Nos. 2, 8, 13, 15, 20, 21, 23 and 24) failed the visual tree assessment and are recommended for removal. Two of these trees (Nos. 23 and 24) have a very low retention value and are identified as a priority for removal. Four have a low retention value (Nos. 2, 8, 15 and 21) and 2 have a moderate retention value (Nos. 13 and 20).
- The three trees on the adjoining site (Nos. 4, 10, and 11) all have high retention values and are proposed to be retained.
- Nine trees (Nos. 3, 7, 9, 12, 19, 22, 25 - 27) passed the visual tree assessment and will be retained. These trees are located in the western part of the site and have a moderate retention value apart from No.3 which has a high retention value.

- Trees to be retained are to be protected in accordance with AS4970 Protection of Trees on Development Sites. Protective fencing and other tree protection measures are to be put in place prior to any site or demolition works.
- Appropriate replacement plantings on site are to be undertake in accordance with approved landscape plans.

Overall, it is considered that the proposal provides for the effective management of existing trees within and adjacent to the site during the demolition and construction phases. Importantly, the trees to be retained will provide amenity and interlock with the trees within the adjoining council managed easement. To mitigate the loss of existing trees, a comprehensive landscape scheme will be implemented within the site to maintain local amenity and character. The detailed landscape scheme provides a high-quality landscaped outcome for the site, with trees incorporated to building frontages to soften the built form and improve the streetscape, as well as a revegetation corridor along the western boundary. Importantly, the removal of 16 existing trees will be mitigated by the provision of more than 80 new tree plantings.

6.3.2. Ecology

A Threatened Biodiversity Assessment Report has been prepared by Conacher Consulting (refer Appendix 10). It included site inspections undertaken on 9 May 2019 and 23 April 2020, a review of the Bionet Atlas (NSW OEH 2020) and an assessment against relevant state and commonwealth legislation.

This report documents the extent and type of native vegetation present on site, assesses current biodiversity values of the subject site and surrounding area and assesses the significance of potential impacts of the proposed development on threatened species, populations and communities that are listed under the schedules of the *Biodiversity Conservation Act 2016* (BC Act) and the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act).

The report also considers whether the Biodiversity Offsets Scheme (BOS) is triggered under the BC Act. As discussed in Section 4.4 of this SEE, the report confirms that the BOS is not triggered by the proposal and a Biodiversity Development Assessment Report is not required.

Key findings of the assessment are as follows:

- The site is located at the southern extent of a larger habitat patch which extends to the north. It contains mature trees, including vegetation characteristic of PCT 1568 Blackbutt – Turpentine - Sydney Blue Gum mesic tall open forest on ranges of the Central Coast. Cleared areas of the site are dominated by exotic grasses.
- No threatened flora species were observed during surveys.
- No endangered or critically ecological communities were observed during surveys.
- Two threatened fauna species, the Little Bent-winged Bat and the Large Bent-winged Bat, were recorded flying over the site during surveys.
- A Threatened Species Test of Significance has been undertaken, in accordance with Section 7.3 of the BC Act, for candidate threatened species, populations and ecological communities that occur within the local area, that have potential to use the habitats present on occasion, or that have potential to be influenced by off-site impacts. This Test of Significance concluded that the proposed development is not likely to have a significant effect on threatened species, ecological communities or their habitats.
- Selected native trees will be retained along the western site boundary to maintain existing levels of connectivity with the larger habitat patch extending to the north of the site. The proposal is not likely to result in an area of habitat becoming fragmented or isolated from other areas of habitat.
- The habitat proposed to be removed and modified is of a relatively small area, is highly disturbed and does not contain habitat for any endangered ecological communities. The habitats to be removed or modified are not likely to be of significant importance to the long-term survival of the threatened species, populations or ecological community within the locality.

- One hollow-bearing tree is located within the site and is proposed to be removed. No occupying fauna was observed during surveys. The proposal is likely to increase the impact of the key threatening processes 'Clearing of native vegetation' and 'Loss of hollow bearing trees'. Notwithstanding, the proposal is unlikely to increase the operation of these key threatening processes to the extent that a significant effect on threatened biodiversity will occur.

The following recommendations are made in relation to impact avoidance and mitigation measures:

- Retention of trees identified in the Arboricultural Impact Assessment prepared by Advanced Treescape Consulting using methods which comply with the Australian Standard 4970-2009 Protection of Trees on Development Sites;
- Use of native and local endemic flora species in site landscaping; and
- Installation and maintenance of suitable erosion and sediment controls during construction works.

Overall, the proposal is considered to have an acceptable impact with respect to biodiversity.

6.3.3. Construction Waste Management

Construction waste is addressed in the Operational & Construction Waste Management Plan prepared by Waste Audit and Consultancy Services (refer Appendix 15). The Plan summarises the types, quantities and management systems for construction materials that may be generated during construction. To ensure that resources are conserved and waste is processed responsibly by minimising waste generation and maximising recycling of materials, the construction phase will be appropriately managed to mitigate the environment impact of the development.

The Report on Geotechnical Assessment provides additional details in relation to the management of waste from vegetation removal and excavation (refer Appendix 12). In summary, all vegetation, fill and topsoil/root affected soils will be stripped and stockpiled separately for reuse in landscaping areas as they are considered unsuitable for reuse as engineered fill. However, subject to geotechnical inspection and approval, fill/topsoil materials with only limited organic content may be able to be reused as engineered fill. Alternatively, these soils could be used in landscaped areas or disposed of offsite. Any deleterious or contaminated materials encountered during stripping should be disposed of offsite.

6.3.4. Soil Management

Soil management is addressed with respect to contamination, acid sulfate soils and geotechnical suitability at Section 6.5 of this SEE. These considerations are not considered to raise any adverse impacts that cannot be managed and mitigated throughout construction of the site.

A Soil Erosion and Sediment Control Plan has been prepared by ACOR Consultants and is included at Appendix 5. As outlined in the Plan, prevention measures and sediment control measures will be implemented during the construction phase, including sandbag sediment traps, sediment fencing, control of stockpiles and a temporary contract vehicle access way to prevent sediment being tracked off-site. Erosion and sediment control measures will be carried out in accordance with the 'Blue Book' published by Landcom, Managing urban stormwater: soils and construction - Volume 1, 4th Edition.

6.3.5. Stormwater Management

A Water Sensitive Urban Design Strategy Report has been prepared by Acord Consultants to address stormwater management issues (Appendix 4). The report is accompanied by civil drawings which detail the proposed stormwater management system for the site (Appendix 5). It outlines the basis of the design of the stormwater system and Water Sensitive Urban Design (WSUD) strategy, including the design of in-ground stormwater drainage network, on-site detention system and water quality treatment train details.

The stormwater design including water quantity and quality, is generally in accordance with Council's DCP requirements and Water Cycle Management strategy. Specifically:

- The proposed in-ground rainwater tanks and combined on-site detention/WSUD tank will reduce post developed flow to pre-developed over the range of storms between the 1-in-5 year Average Recurrence Interval (ARI) to the 1-in-100 year ARI as per Council requirements.
- All site water will be diverted through 25 x Psorb Stormfilter cartridges (690mm) to treat on site pollutants, immediately before discharging from the site. This treatment will allow for capture of oily water discharge, hydrocarbons, nutrients, and heavy metals. MUSIC modelling confirms that standard WSUD targets have been met.

Maintenance schedules for the drainage system and WSUD tanks are included at Appendix 4 to assist in the effective operation and maintenance of the various water quantity and quality components.

Overall, the proposal will minimise the potential impact of local flooding through the adoption of on-site detention. Further, water quality will be managed through the adoption of WSUD principles.

6.3.6. Air and Microclimate

Some dust is anticipated during the construction period, particularly given excavation is involved. This impact can be managed through measures including employing mist spray during demolition and construction, preventing material tracking out onto public roadways, covering loads on all departing trucks and working to weather conditions. Otherwise, the proposal is not expected to give rise to any long term or adverse impacts on local or regional air quality.

6.3.7. Noise Impacts

Construction Noise

Noise impacts associated with the construction phase of the development will be assessed in accordance with the NSW Environment Protection Authority NSW Noise Policy for Industry, with particular consideration to the nearest proposed residential receivers. Noise control measures will be implemented during demolition and construction to minimise the impact of the development on residential dwellings in its vicinity.

Operation Noise

An Acoustic Assessment has been prepared by Acoustic Dynamics to assess the likely acoustic impacts of the proposed development on nearby development (see Appendix 7). It also assesses potential acoustic impacts to the proposed childcare centre from traffic and industrial activity.

The nearest sensitive noise receivers are dwelling houses to the west on Perratt Close, which are separated from the subject site by an approximately 20m wide strip of vegetation.

Unattended noise monitoring was undertaken at the site during March 2020. Ambient background noise levels were logged near the north-western corner of the site as this location was considered representative of the existing noise environment of the nearest sensitive receivers. Attended monitoring was also undertaken to supplement the unattended noise monitoring data collected.



Figure 21: Subject site and surrounds identifying the nearest sensitive noise receivers (Source: Acoustic Dynamics)

Three different scenarios were modelled, relating to the time of day, as follows:

- Scenario A - daytime (7am to 6pm) - all noise sources operating simultaneously and continuously
- Scenario B - evening (6pm to 10pm) - the gymnasium and restaurant operating
- Scenario B - night-time (10pm - 7am) - the gymnasium operating

These scenarios are conservative as it is highly unlikely that all equipment would be operating at their maximum sound power levels at any one time.

To ensure that acceptable noise levels are met, a series of recommendations is proposed which include:

- Incorporate broadband reversing alarms on all vehicles used on site; and
- Display signage requesting that all peoples using the site leave in a quiet and sensible manner.

Provided these recommendations can be met, the report concludes that measurements and calculations show that the level of noise emitted by the proposed development, under each scenario, will be able to meet acceptable noise level requirements at all nearby sensitive receivers.

Based on attended noise monitoring, the report also concludes that the proposed childcare centre meets the relevant assessment guideline values of the Association of Australasian Acoustic Consultants.

6.3.8. Sustainability

The proposal aims to make efficient use of natural resources, energy and water. Specifically, as described by BHI Architects in the Architectural Design Statement at Appendix 2, the proposal includes the following key features to minimise its environmental footprint:

The design embodies key strategies for achieving a high level of performance for minimising the development's carbon footprint, maintenance and energy demand, minimised embodied energy and rationalised construction processes

Environmental

- Integrated landscape to courtyards, facades and roof gardens
- Reuse/recycling of all excavated materials
- Water reuse
- Maximised use of natural ventilation systems
- Renewable energy sources
- Zoned air-conditioning
- Long life / low maintenance materials
- Embedded network through the use of pV solar panels to reduce the cost of electricity for occupants and project CO2 emissions

6.4. Movement, Access and Servicing

6.4.1. Accessibility for People with a Disability

An Access Report has been prepared by Code Consulting Group (see Appendix 16). It accesses the Architectural Plans against the *Building Code of Australia 2019*, the *Disability Discrimination Act 1992* and the relevant Australian Standards.

The report includes recommendations (including in relation to the provisions of accessible amenities and doorway clearances) which are to be developed with the ongoing design development and confirmed prior to the issue of a Construction Certificate. It concludes that *'subject to the recommendations contained in the Executive Summary and Section 3.0 of this report, the design is capable of compliance with the relevant access provisions.'*

6.4.2. Traffic, Parking and Access

An Assessment of Traffic and Parking Implications has been prepared by Transport and Traffic Planning Associates to assess the impact of the proposal on traffic and parking (see Appendix 8). The assessment considers the current and future local traffic environment and the *Guide to Traffic Generating Development* (GTGD). It finds that the proposal can be supported from a traffic, access and parking impact perspective.

Existing and Future Traffic Environment

The report provides details of the road network serving the site and the existing and future traffic environment, which includes the following key characteristics:

- The road network servicing the site comprises:
 - Pacific Highway – a State Road and arterial route which links between Gosford and Newcastle
 - Showground Road – a Sub-arterial route connecting between Central Coast Highway and Pacific Highway
 - Narara Valley Drive/Washington Avenue/Railway Crescent – collector roads running along the western side of the railway line connecting between Manns Road and the Pacific Highway
 - a system of minor collector roads including Alan Street, Glen Road and Mangrove Road
 - Sunny Bank Road – a local access cul-de-sac

- There are limited existing traffic controls in the vicinity of the site. Vehicles exiting Sunny Bank Road are required to give way to passing traffic on Railway Crescent.
- The following existing traffic flows at the Railway Crescent and Sunny Bank Road intersection were recorded during traffic surveys undertaken on 4 March 2020:
 - 79 vehicle trips per hour (vtp) (33 inbound, 46 outbound) during the morning peak period; and
 - 71 vtp (12 inbound, 59 outbound) during the afternoon peak.

These results were found to correspond with (former) RMS data. SIDRA analysis of this data found that the intersection's current operational performance is satisfactory.
- Existing transport services in the vicinity of the site include the Route 36 bus service, which runs along Railway Crescent and provides connections to the Gosford and Tuggerah Centres, and the rail services at the Niagara Park and Gosford Railway Stations.
- Planned upgrades of the Pacific Highway in the vicinity of the site will greatly improve vehicle access to the lands along the western side of the railway line, including the site. The proposed Pacific Highway/Railway Crescent intersection upgrade will substantially improve the safety and operation of the current uncontrolled intersection.

Proposed Development - Traffic Generation & Impacts on the Road Network

The report considers data from similar developments and operational characteristics of the proposed commercial uses to calculate traffic generation from the proposed development. It notes that veterinarian hospital, café and food shop patronage will be predominantly limited to workers/visitors to the site and nearby uses in Sunny Bank Road. Similarly, the childcare centre will also provide for the children of workers on the site and other nearby uses in Sunny Bank Road.

Based on the above, the proposal is estimated to result in an additional 90 vtp (50 inbound, 40 outbound) during the morning peak period and 96 vtp (42 inbound, 54 outbound) during the afternoon peak. This is a conservative assessment as it does not discount trips for parents of the childcare centre who work on site or nearby. Furthermore, while a 10-year growth of 1.5% p.a. has been applied to the through movements on Railway Crescent, completion of the upgrade works on the Pacific Highway is likely to result in a reduction of these movements.

Having regard to the March 2020 survey results, forecasted additional traffic from the proposal, and allowing for a 1.5% p.a. 10-year growth factor, the report anticipates traffic flows on the local road network are as follows:

- 169 vtp (83 inbound, 86 outbound) during the morning peak period; and
- 163 vtp (50 inbound, 113 outbound) during the afternoon peak

Based on the above increased traffic flows, the report found that the additional traffic generated by the proposal will result in the continued acceptable operation of the intersection.

Proposed Parking

Based on Council's DCP, the GTGD and data from similar developments, the report calculates the parking demand for the proposed development as follows:

Café/Restaurant	185m ² @ 1 per 30m ²	6.16 (6)
Shop	87m ² @ 1 per 16m ²	5.44 (5)
Vet.		9
Gym		12
Manager		1
ELC		29
Total:		62 spaces
Storage Units	383m ²	4
Gen. Ind. Unit	1,032m ² @ 1 per 100m ²	10.32 (10)
Office	48m ² @ 1 per 40m ²	1.2 (1)
Warehouse	8,717m ² @ 1 per 300m ²	29
Office	1,096m ² @ 1 per 40m ²	27.4 (28)
Storage	594m ² @ 1 per 300m ²	1.98 (2)
Total:		74 spaces
Grand Total:		136 spaces

While the GTGD stipulates a minimum parking provision of 4.5 spaces per 100m² of GFA for gymnasiums, the report highlights that this rate was derived from surveys of large gyms with structured classes. The proposed gym is only 400m² and will be used for individual or personal trainer exercising rather than classes. Similar gymnasiums have a normal peak parking demand of 6-12 spaces.

It is proposed to provide a total of 143 spaces including 7 accessible spaces. It is also proposed to provide 20 bicycle spaces and 4 motorcycle spaces even though the DCP does not specify a requirement.

The report concludes that the proposed parking provision is adequate and appropriate for the development.

Proposed Access Layout

The report assesses the proposed access and parking layout and concludes:

- The proposed driveways will be located on a straight, and level section of road where there will be excellent sight distances available. The design of the driveways will comply with the requirements of AS2890.1 and 2 and will accommodate all vehicles accessing the development.
- The grades, widths, bays and manoeuvring areas of the proposed internal road networks comply with the requirements of AS2890.1, 2 and 6.
- There is adequate provision for delivery and service vehicles with maximum size trucks expected as follows:
 - 19m Articulated Vehicles (semi-trailers) servicing the large warehouses
 - MRVs servicing the medium warehouses
 - SRVs servicing the small warehouses

The swept path analysis attached to the report provide confirmation that the driveway and manoeuvring areas will provide forward entry and exit from the site onto Sunny Bank Road for all vehicles, including:

- 19m articulated vehicles entering and standard 85th vehicles existing simultaneously
- two 12.5m vehicles existing/entering simultaneously

The swept path analysis also demonstrate forward entry and exist to the basement car for standard 85th vehicles.

6.4.3. Operational Waste Management

Operational waste is addressed in the Operational & Construction Waste Management Plan prepared by Waste Audit and Consultancy Services (refer Appendix 15).

The Plan provides details of operational waste management, as well as the movement, storage and collection of waste. It recommends required bin sizes and types to be provided and confirms that the proposed waste collection areas are appropriately sized to cater for anticipated waste generation rates, based on a twice weekly collection schedule.

The Plan outlines recommended waste and recycling systems for the development, based on Council's requirements and systems implemented for similar developments. This includes specific recommendation for veterinary waste management, bulky waste, tenant education and ongoing monitoring of waste types/volumes.

6.5. Site Suitability

6.5.1. Environmental Constraints and Hazards

The key natural environmental constraints and hazards affecting the site are outlined in Section 2.3 of this SEE. Each identified constraint and hazard will be managed through the construction and operational phases of the development as outlined below. In summary, the site is not affected by significant environmental constraints that would preclude development.

Geotechnical

A Report on Geotechnical Assessment has been prepared by JKGeotechnics (see Appendix 12). The report provides comments and recommendations on a range of geotechnical parameters relevant to the development of the site. Fieldwork for the assessment included drilling of eight boreholes (BH1 to BH8) to depths between 5.0m (BH1) and 7.5m (BH3) AHD.

The results of the investigation were used to develop a general model of the subsurface profile up to a depth of approximately 7m below existing ground levels, *'comprising of a limited cover of fill/topsoil overlying predominantly residual soils with weathered sandstone and conglomerate bedrock encountered in four of the eight boreholes. Granular slopewash and alluvial clays were also encountered between the fill/topsoil and residual soils in some boreholes.'* Standing groundwater was recorded in one borehole (BH8) at a depth of 5.6m AHD.

The report concludes that *'the subsurface conditions encountered in the boreholes are considered 'typical' for the region, and no particular issues of geotechnical concern were identified. From a geotechnical perspective, we do not anticipate any non-standard design or construction practices will be required to facilitate the proposed development.'*

Based on these subsurface conditions and groundwater, the report provides design requirements and parameters relating to site preparation and earthworks, retaining wall design, footing design, on-grade floor slabs and external pavements.

Subject to the relevant recommendations and findings of the report being implemented and considered throughout the detailed design phase, the site is considered suitable and able to accommodate the proposed works.

Contamination

An assessment under SEPP 55 is provided at Section 4.5.1 of this SEE. The assessment provides sufficient environmental protection measures and does not indicate that there are any impediments to the proposed development.

Acid Sulfate Soils

The site is mapped as containing 'Class 5' soils on the GLEP Acid Sulfate Soils Map. No works are proposed below 5m AHD and by which the watertable is likely to be lowered. Accordingly, preparation of an acid sulfate soils management plan is not required. Notwithstanding, any potential risk in relation to the presence of acid sulfate soils can be managed through the implementation of a relevant management plan during the construction phase if required.

Bushfire

The land is classified as 'bushfire prone land', as the site contains areas of 'Vegetation Buffer' and a small strip of 'Vegetation Category 1' along the western boundary. Accordingly, a Bushfire Assessment has been prepared by Peterson Bushfire (see Appendix 9).

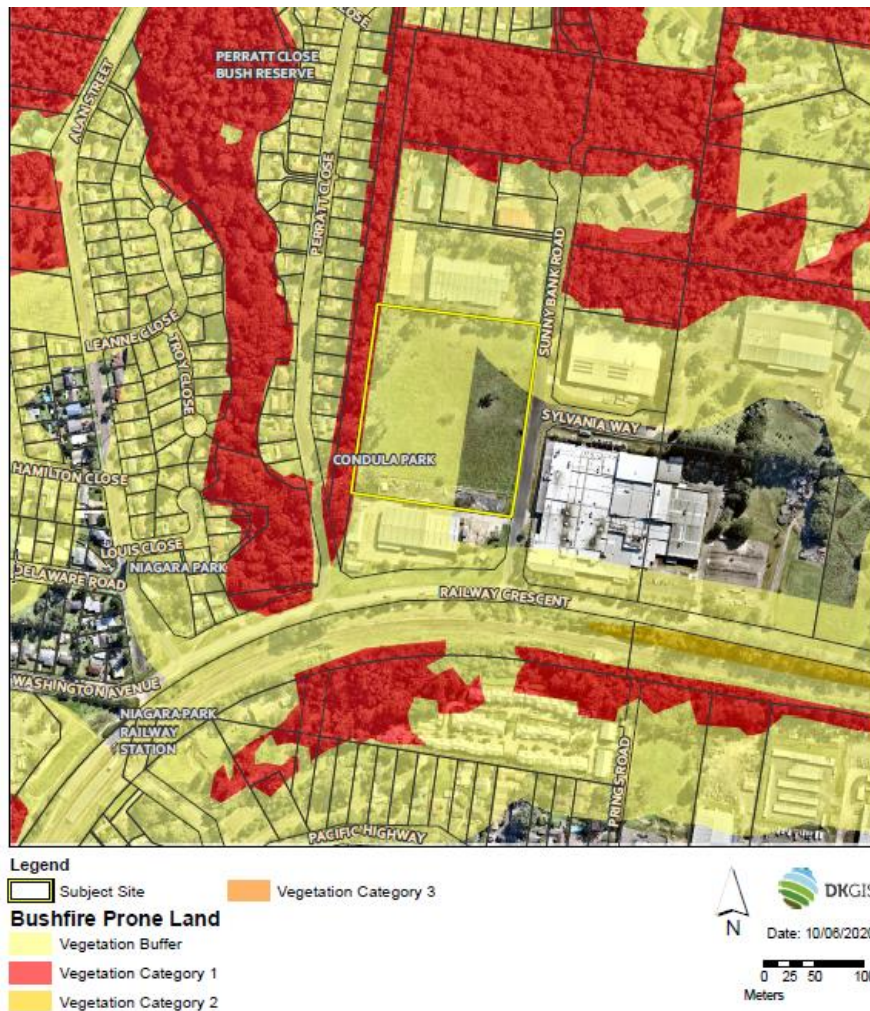


Figure 22: Extract of bushfire prone land map (Source: Peterson Bushfire)

The report provides an assessment of the bushfire risk and bushfire protection measures relevant to the proposed development. It assesses the capability of the site to be developed for the purposes of a childcare centre and other non-habitable development with respect to relevant guidelines and standards, including *Planning for Bushfire Protection 2019* (PBP) and AS 3959 – *Construction of Buildings in Bushfire-Prone Areas*.

Childcare centres are defined as 'Special Fire Protection Purpose' (SFPP) development by section 100B of the Rural Fires Act 1997. Chapter 6 of PBP addresses SFPP development and outlines the assessment methodology and protection measures, such as Asset Protection Zones (APZ), Bushfire Attack Levels (BAL), adequate access and water supply for fire-fighting, and vegetation management.

The remaining components of the proposed do not involve a habitable dwelling (Class 1, 2 or 3) or SFPP development. As stated within Section 8.3.1 of PBP, the National Construction Code (NCC) does not provide for any bushfire specific performance requirements for the types of non-habitable development proposed (i.e. Class 5-8 buildings). As such, the APZ and building construction requirements (i.e. BALs) of PBP and AS 3959-2018 do not apply as deemed-to-satisfy provisions for bushfire protection. Whilst bushfire is not captured in the NCC for Class 5-8 buildings, a number of objectives are to be applied in relation to access, water supply and services, and emergency and evacuation planning.

Key findings of the report are discussed below:

- With regard to PBP, there are five hazards located within the 140m assessment area surrounding the site. The closest hazards include:
 - Bushland within privately owned land to the north-east beyond Sunny Bank Road. The bushland is classified 'forest' and is situated on a gradient classed as 'upslope/flat'.
 - A 20m wide corridor of forest adjacent to the northern half of the site's western boundary. The southern half is a managed reserve. The corridor will be complemented by a proposed 10m wide revegetated corridor along the western boundary of the site. The total resulting corridor is classified 'low hazard' as it will be less than 50m wide. The gradient of the corridor is in the slope class of 'downslope 0-5 degrees' measured south-west from the proposed childcare centre and 'upslope/flat' measured west and north-west from the child care centre.
- Using the hazard parameters of vegetation and slope, the following APZs are required within the site, between the child care centre and the identified bushfire hazards (refer Figure 23):

Table 3: Determination of APZ for child care centre

Location ¹	Vegetation ²	Slope ³	PBP APZ ⁴	Available APZ	APZ accommodated by:
North-east	Forest	Upslope/ Flat	67 m	>100 m	Sunny Bank Road and subject land
South	Low hazard	Downslope 0-5°	47 m	>100 m	Railway Crescent and subject land
South of railway	Forest	Downslope 0-5°	79 m	>100 m	Railway Crescent and subject land
West	Low hazard	Downslope 0-5°	47 m	>80 m	Subject land
West of Perratt Close	Forest	Downslope 0-5°	79 m	>100 m	Perratt Close and managed reserve

¹ Location of hazard with reference to development proposal.

² Predominant vegetation classification over 100 m from development.

³ Effective slope assessed over 100 m from development site where the bushfire hazard occurs.

⁴ Minimum APZ required by PBP Acceptable Solution for SFPP development.

Figure 23: Bushfire attack assessment summary (Source: Peterson Bushfire)

- As the required APZs are accommodated either within the site or by adjacent managed lands, additional APZ establishment or vegetation removal is not required.
- All non-habitable buildings will be separated from the low hazard corridor to the west by the internal perimeter road located along the western edge of the development. The road will provide vehicular access between the hazard and the buildings and provides an adequate defensible space.
- The existing public roads provide adequate access for the development. Although not required for the child care centre, the internal access road layout provides compliant access through the site, also adequate for non-habitable uses.

Based on the above assessment, the report makes the following recommendations:

- The subject land outside of the revegetated corridor and landscaped area along the western boundary is to be maintained to achieve the fuel management specifications of an Inner Protection Area (IPA) as guided by Section 3.2 of this report and Appendix 4 of Planning for Bush Fire Protection 2019.*
- Any proposed landscaping around the development site is to achieve the principles listed in Appendix 4 of Planning for Bush Fire Protection 2019.*
- The child care centre is to be designed and constructed to comply with BAL-12.5 as prescribed by Australian Standard AS 3959-2018 Construction of buildings in bushfireprone areas. The NSW variation to AS 3959 is also to be applied to the BAL-12.5 requirements. The variation can be found at Section 7.5.2 of Planning for Bush Fire Protection 2019.*
- A hydrant system is to be installed to comply with Australian Standard AS 2419.1 – 2005 Fire Hydrant Installations - System Design, Installation and Commissioning (AS 2419). Hydrants will need to be installed along the internal roads to ensure compliant distances (i.e. all sides of a building are within 70 m of a hydrant by lay of the hose, or 90 m if a tanker can park in-line a maximum 20 m from the hydrant). Hydrants cannot be installed within carriageways or parking reserves.*
- Any gas services are to be installed and maintained in accordance with AS/NZS 1596- 2014 The storage and handling of LP gas.*

- A 'Bushfire Emergency Management and Evacuation Plan' is to be prepared for the child care centre prior to occupation of the building. The Plan is to be prepared in accordance with the NSW Rural Fire Service document 'A Guide to Developing a Bushfire Emergency Management and Evacuation Plan' (RFS 2014).

Overall, the report concluded that, provided the above recommendations are adopted, the proposal can comply with the acceptable solutions of PBP for SFPP development, as required under section 100B of the Rural Fires Act 1997, and non-habitable development.



Figure 24: Extract of Bushfire Hazard Analysis and Asset Protection Zone (Source: Peterson Bushfire)

6.5.2. Services and Utilities

The subject site is currently serviced by existing utilities, including water, sewer, electricity and telecommunication networks. However, to meet additional infrastructure demands generated by the proposed development, a new kiosk substation will be installed at the site's Sunny Bank Road frontage.

The applicant has undertaken preliminary consultation with Ausgrid. Any referral comments received from Ausgrid following referral of the DA will be considered by the applicant and any recommendations will be implemented during the detailed design and construction phase.

Any additional required installation and upgrades, including in relation to water and sewer, will be confirmed at the detailed design stage. All installations will be capable of meeting the requirements under the Australian Standards and the Building Code of Australia.

6.5.3. Other Considerations

In addition to the above considerations, the site is considered suitable for the proposed development for the following key reasons:

- The suitability of the land to accommodate industrial and supporting commercial development is established by the site's IN1 General Industrial zoning under the GLEP and draft CCLEP;
- The suitability of the site for this form of development from an urban design perspective is discussed in detail in the Design Statement prepared by BHI Architects (see Appendix 2);
- The site is currently vacant and of a suitable size, dimension and orientation to accommodate a mixture of industrial and commercial uses;
- The site can accommodate the proposed development without any significant adverse impacts on the locality, or any major non-compliance with the relevant planning controls;
- The site is within an established industrial precinct located, and is well-serviced by public transport and for infrastructure and emergency services; and
- The site is disturbed and not affected by significant environmental constraints or hazards that would preclude development.

6.6. Social and Economic

6.6.1. Social, Economic and Employment

The proposal seeks to establish a mixed use industrial and commercial precinct on a currently underutilised industrial zoned site. The site will function as an employment and service destination hub. It will provide a range of opportunities for small to medium businesses, through the provision of warehouse and storage units as well as complementary and compatible services, such as a childcare centre, gymnasium, veterinarian hospital and shops. These services will help meet community needs and appeal to a broad demographic, including site employees as well as nearby workers and residents.

The site is in an established industrial area that is well-connected to public transport and road infrastructure and near existing residential areas. The proposal will help to reduce travel demand through the provision of dual and complementary uses, in proximity to an existing employment base.

The proposed development will create additional employment opportunities during the construction and operational phases. Once fully operational, an additional estimated 190 full time jobs are anticipated. These employment positions will range from positions in administration, retail, hospitality and childcare to maintenance, servicing and manufacturing.

Importantly, the proposal aligns with state and local government strategic objectives for the area. In particular, it will support the regional economy, promote industrial and business growth and create more jobs closer to home, as the Region's population continues to grow.

The proposal is consistent with existing surrounding development in the industrial area and is considered appropriate in this location. The site is separated from sensitive receivers by existing bushland. It has been determined that the proposal will not detrimentally impact on the surrounding community, including in relation to noise, stormwater, biodiversity, Aboriginal heritage or traffic impacts. In addition, risks associated with bushfire have been effectively mitigated.

Overall, it is considered that the proposal will have numerous positive social and economic impacts. It is unlikely that there will be any negative social or economic impacts stemming from the proposal.

6.6.2. Crime and Safety

The proposal will revitalise the currently vacant site, offering a high level of amenity, casual surveillance and ultimately public safety within the site and surrounding area. The proposal will assist in activating this area, particularly through the combination of recreation, commercial and retail land uses that may be open during evening hours. It will also provide appropriate measures to ensure and enhance the safety of site users and the local community.

The safety and security of all site users (including the perception of safety and security that the hotel will provide) is of paramount importance to the amenity of the facility.

Crime Prevention through Environmental Design (CPTED) is a recognised model which provides that if development is appropriately designed it can reduce the likelihood of crimes being committed. By introducing CPTED measures within the design of the development, it is anticipated that this will assist in minimising the incidence of crime and contribute to perceptions of increased public safety. This DA addresses the four principles of CPTED, being:

- Natural surveillance – ensuring that people feel safe in public areas
- Access Control – minimizing opportunities for crime and increase the effort required to commit crime
- Territoriality – encourage community ownership of public spaces
- Space Management – effective management to govern and care for space

Each of these principles is considered in Table 12.

Table 12: Assessment of CPTED Principles

Principle	Response
Surveillance	<p>This principle provides that crime targets can be reduced by effective surveillance, both natural and technical. In this regard, key commercial / community activities are positioned at the site's main entry point with visibility from Sunny Bank Road and the intersection with Railway Crescent. Direct surveillance of the site's main vehicle entrance and public pedestrian accesses from Sunny Bank Road will be available from these active uses which address the street frontage. Tree canopies, particularly fronting Sunny Bank Road, will be under-pruned to ensure good surveillance into the site.</p> <p>The layout of the development also provides lines of sight between public, semi-public and private spaces which will be maintained during the night by a suitable lighting scheme. Effective lighting will be provided as a part of the detailed design process to ensure that an appropriate balance for lighting public realm and internal spaces without creating excessive glare or opportunities for concealment. CCTV will also be utilised as appropriate for various building</p>

	components including lift access, entrances to building and car parks and will be further considered in later detailed design stages
Access Control	<p>This principle provides that barriers to attract/restrict the movement of people minimises opportunities for crime and increases the effort required to commit crime. The proposed development provides good access control and prevents unintended persons from entering the property, particularly the Warehouse Zone.</p> <p>Vehicular and pedestrian access to the Warehouse Zone and trade units within the General Industries Zone will be controlled by secured fencing/gates to ensure un-wanted persons cannot access these areas. All publicly-accessible areas of the site are located adjacent to the main entrance, and are clearly identifiable, to channel members of the public directly into the main buildings and minimise opportunities for crime.</p> <p>Electronic security mechanisms will be provided as required to control access as appropriate to various building components including, entrances, car parking facilities and lifts.</p>
Territorial Reinforcement	<p>This principle provides that well-used places reduce opportunities for crime and increase risk to criminals. The development reinforces the distinction between public, semi-public and private utilising fencing, landscaping, terraces and clearly marked entry points. The Landscape Plan at Appendix 3 demonstrates that the communal open space areas have been designed in a manner that promotes their usability in accordance with the territorial reinforcement principle.</p>
Space Management	<p>This principle provides that space which is appropriately utilised and well cared for reduces the risk of crime and antisocial behaviour. Strategies to implement this principle include site cleanliness, rapid repair of vandalism and graffiti, the quick replacement of broken light fixtures/globes and the removal or refurbishment of decayed physical elements. The body corporate will co-ordinate and respond to such matters as necessary.</p>

6.6.3. Public Interest

The proposal involves the development of a currently underutilised site in an established industrial area. It will help provide for the social and economic needs of the community by providing additional employment and business opportunities and a range of services in a well-served location.

There are not likely to be any impacts arising from the proposal which will detrimentally affect the public interest. Accordingly, the proposed development supports and promotes the public interest.

7. CONCLUDING COMMENTS

This DA seeks approval for a Mixed Use Light Industrial Park at 27 Sunny Bank Road, Lisarow ('the subject site').

The proposal has been the subject of a comprehensive consultation process. Formal feedback from Central Coast Council's Development Team was sought on two occasions, and all matters raised have been addressed in the submitted development scheme.

This SEE has undertaken an environmental planning assessment of the proposal and has concluded that the proposal provides a built form which is compatible with the existing and desired future character of the site and surrounding locality, by encouraging a variety of employment-related activities within a built form that appropriately responds to scenic character, protects important vegetation, appropriately responds to bushfire hazards and adjoining residential development to the west, and provides an active street address.

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 4.15(1) of the *Environmental Planning and Assessment Act 1979*;
- provide a built form consistent with and appropriate to the existing and desired future character of the site;
- align with state and local government strategic objectives for the area, providing a range of employment generating land uses in a well serviced location;
- have no adverse impacts upon nearby residential development and public recreational space; and
- have no adverse impacts on the environment, traffic, parking, drainage or other external features or services.

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

Architectural Plans

APPENDIX 2

Architectural Design Statement

APPENDIX 3

Landscape Plans

APPENDIX 4

Water Sensitive Urban Design Strategy Report

APPENDIX 5

Civil Drawings

APPENDIX 6

Subdivision Plans

APPENDIX 7

Acoustic Assessment

APPENDIX 8

Assessment of Traffic and Parking Implications

APPENDIX 9

Bushfire Assessment

APPENDIX 10

Threatened Biodiversity Assessment Report

APPENDIX 11

Arboricultural Impact Assessment

APPENDIX 12

Report on Geotechnical Assessment

APPENDIX 13

Preliminary Site Investigation

APPENDIX 14

Due Diligence Report for Aboriginal Objects

APPENDIX 15

Operational & Construction Waste Management Plan

APPENDIX 16

Access Report

APPENDIX 17

BCA Design Compliance Report

APPENDIX 18

Full Estimate Summary

APPENDIX 19

Pre DA Meeting Minutes (August 2019)

APPENDIX 20

Pre DA Meeting Minutes (December 2019)

