



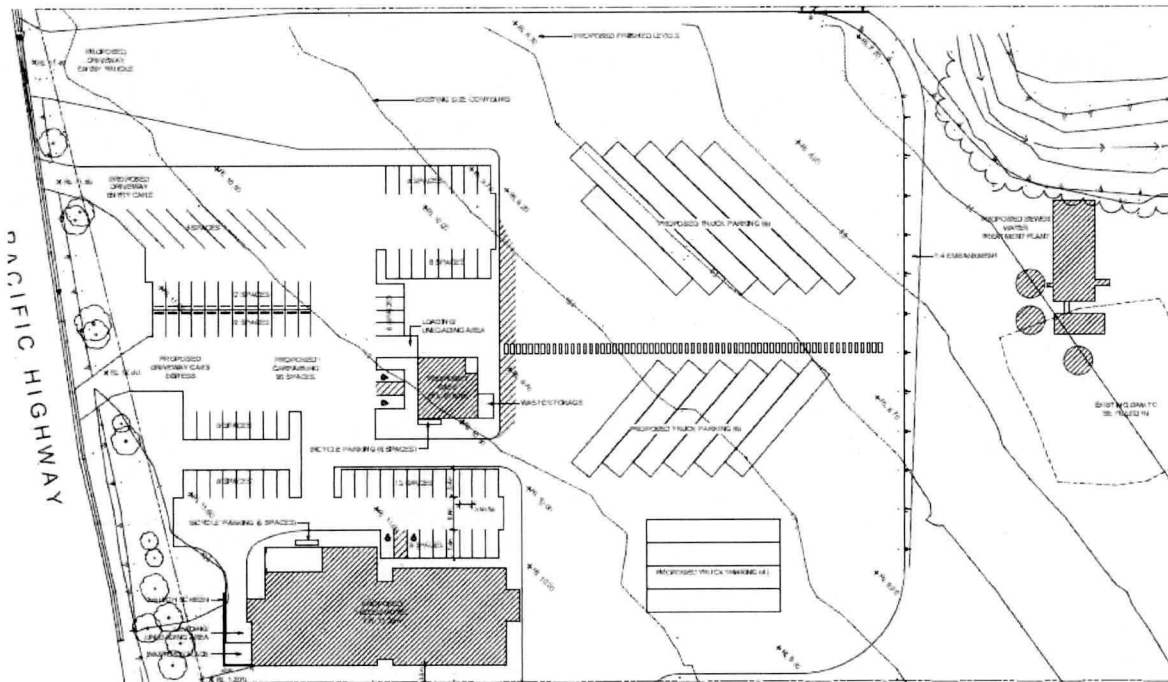
MID-COAST COUNCIL  
16 OCT 2019  
RECORDS

STATEMENT OF ENVIRONMENTAL EFFECTS FOR

## HOTEL/MOTEL, CAFÉ, WASTEWATER TREATMENT AND CAR PARKING

12758 – 12762 PACIFIC HIGHWAY, COOLONGOLOOK, NSW,  
2423 (Lot: 17 & 18, DP: 1001975)

Prepared by Perception Planning Pty Ltd on behalf of Vineet Chauhan



**22 September 2019**

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**Document Versions and Control**

Statement of Environmental Effects, 12758 Pacific Highway, Coolongolook 2423

<b>No:</b>	<b>Date:</b>	<b>PP Ref:</b>	<b>Author:</b>	<b>Reviewed by:</b>
Version 1	22/9/2019	19 09 22_Draft SoEE_12758 Pacific Highway, Coolongolook _ Version 1	PH	MB
Version 2	22/9/2019	Lodgement	MB	MB

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## EXECUTIVE SUMMARY

Perception Planning Pty Ltd has been engaged by Vineet Chauhan (the client) to prepare a Statement of Environmental Effects (SoEE) for a proposed hotel/motel and café with associated waste water treatment and car parking (the proposed development) at 12758 – 12762 Pacific Highway, Coolongolook, 2423 (the site).

It is noted these DA lodgement plans are different from the pre DA meeting plans. After further consideration and advice, the ancillary uses of the service station was removed from the application at this stage.

The site is located in Coolongolook, within the MidCoast Local Government Area. Access to the proposed light vehicle parking area will be from the Pacific Highway, with additional access to heavy vehicle parking also provided from Brushy Creek Road. The proposed development is permissible with consent within the RU2 – Rural Landscape zone under the Land Use Table within the Great Lakes Local Environmental Plan (LEP). The two properties have a combined area of 5.9ha, with the development footprint of 2.6ha. The proposed development seeks to gain consent for;

- Demolition of existing dwelling and ancillary buildings currently present on the site
- Construction of a 50 room, three storey hotel/motel, single storey café and associated sewer water treatment plant
- Construction of parking including carparking at the front of the site and truck parking at the rear of the site
- Filling of existing dam
- Onsite sewerage management
- Associated earthworks, stormwater control, landscaping and fencing

The site is made up of 2 lots and is currently occupied by a residential dwelling and ancillary structures. These buildings and a farm dam will be removed/filled-in in order to facilitate the construction of the proposed development. Our client would be agreeable to a condition to consolidate the lots in the future if needed.

Off-street parking for the proposed development will include 90 spaces, 4 accessible spaces and separate driveway access and egress for light vehicles from the Pacific Highway. Sixteen heavy vehicle parking spaces will be provided for at the rear of the property with dedicated access from The Pacific Highway and Brushy Creek Road. All vehicles will be able to enter and exit the site in a forward-facing direction.

This DA is consistent with the planning framework and will have no significant impacts on the existing road networks and surrounding properties, nor is it likely to adversely affect their enjoyment or amenity.

The key reasons why the proposed development is acceptable are as follows;

- The development is permissible under the provisions of the Great Lakes LEP,
- The development is consistent with the relevant planning controls of the Great Lakes DCP,

- The development will provide additional accommodation and café facilities along the Pacific Highway.

Perception Planning Pty Ltd had a pre-lodgement meeting with Council on 4<sup>th</sup> September 2018. At the time of this meeting, the development proposal included a service station component. A number of matters have been identified for consideration and are addressed throughout this SoEE. Further to these discussions with Council the proposal has been updated to remove the initially proposed service station. These issues have been identified to ensure optimal consideration has been afforded to key elements of this development.

The SoEE will expand on those matters that have been summarised above to assist MidCoast Council in completing a detailed assessment of the proposal development.

## TERMS & ABBREVIATIONS

AHIMS	Aboriginal Heritage Information Management System
ASS	Acid Sulphate Soils
BPL	Bushfire Prone Land
DA	Development Application
DCP	Development Control Plan
EP&A Act	Environmental Planning & Assessment Act 1979
EPI	Environmental Planning Instrument
FFL	Finished Floor Level
FPL	Flood Planning Level
LAP	Local Area Plan
LEP	Local Environmental Plan
RoW	Right of Way
SISD	Safe Intersection Sight Distance
SoEE	Statement of Environmental Effects
TS&C	Threatened Species and Conservation Act 1995

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## **1.0 INTRODUCTION**

Perception Planning Pty Ltd has been engaged by Vineet Chauhan (the client) to prepare a Statement of Environmental Effects (SoEE) for a proposed hotel/motel and café with associated wastewater treatment and car parking (the proposed development) at 12758 – 12762 Pacific Highway, Coolongolook (the site).

This SoEE has been prepared in coordination with the client to demonstrate the relevant matters associated with the proposed development. The SoEE examines the existing development and site location, how the proposed development relates to the location and the environment, as well as the planning merits of the development with respect to the relevant legislation, regulation and other requirements.

The SoEE examines the applicable site attributes and the specifics of the development proposal that are appropriate to the development application stage. The SoEE seeks to provide all the relevant data to give a suitable level of certainty to the consent authority that the proposal has a positive impact on the immediate area and the wider surrounds.

### **1.1 PURPOSE OF THE STATEMENT**

This SoEE has been prepared in accordance with best practice principles, in particular, applicable aspects of the Development Assessment Framework and the Department of Planning and Infrastructure's (now DPE) guide to the EP&A Act 1979 (s4.15).

This SoEE has been prepared pursuant to the Environmental Planning and Assessment Act 1979 (s.4.15) and accompanying regulation. The objectives of this SoEE area as follows:

- To provide a description of the site, existing development and the surrounding locality;
- To provide a description of the proposal and the key issues;
- To provide a discussion of the relevant Environmental Planning Instruments (EPI)s;
- To provide an assessment of the potential environmental impacts, having regard to the matters for consideration pursuant to the EP&A Act (s4.13) and other State, Regional and Local environmental planning policies and guidelines.

### **1.2 BACKGROUND**

Mr Chauhan approached Perception Planning to understand and discuss the options to undertake construction of a local commercial development. Perception Planning identified that the site has the potential for the proposed development.

Perception Planning Pty Ltd had a pre-lodgement meeting with Council on 4<sup>th</sup> September 2018. At the time of this meeting, the development proposal included a service station component. There was concern raised by Council about this element of the proposal, legal advice was sought by the client and the service station component has since been removed from the scope of the proposed development. A number of matters have been identified for consideration and are addressed throughout this SoEE. Further to these discussions with Council the proposal has been updated to remove the initially proposed service station. These issues have been identified to ensure optimal consideration has been afforded to key elements of this development.



### **1.3 SITE DETAILS AND ANALYSIS**

The site is located at 12758 – 12762 Pacific Highway, Coolongolook 2423 and is legally identified as Lot: 17 & 18/DP: 1001975 (the site). The two properties have a combined area of 5.9ha, with the development footprint of 2.6ha. The site is located on the Pacific Highway in a rural area of Coolongolook. It is surrounded by similar rural properties and is approximately 1km outside of the main centre of Coolongolook.

### **1.4 PROPERTY ZONING**

The site of the proposed development is zoned RU2 – Rural Landscape.

### **1.5 OWNER**

The property is owned by Neha Rathore and Yash Properties P/L. Owners consent has been provided on the Application Form for the DA.

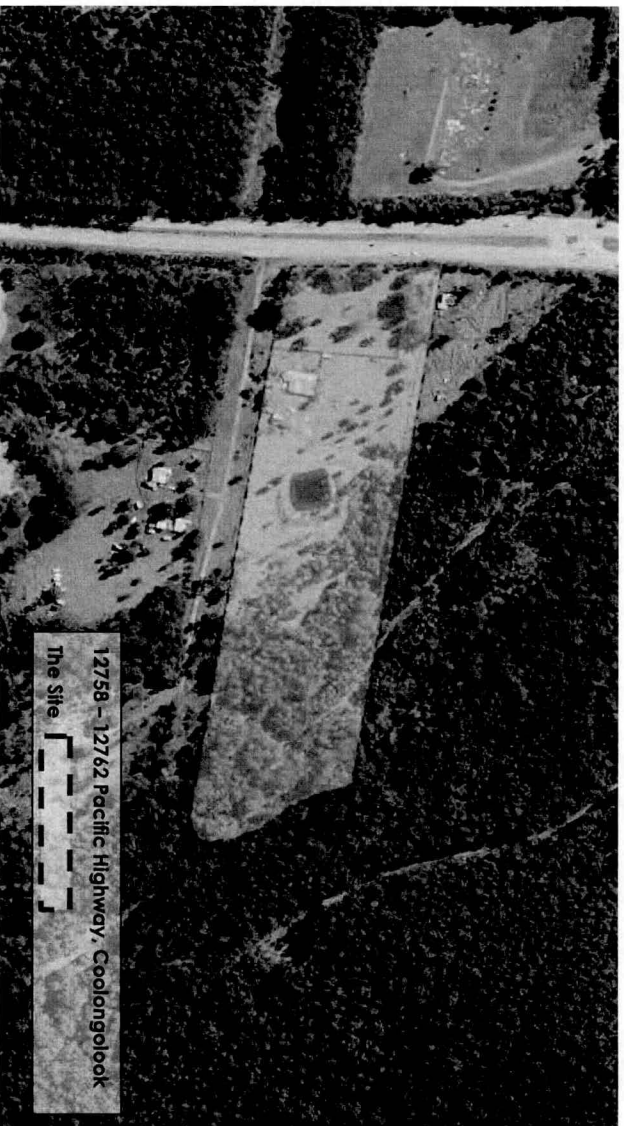
### **1.6 CURRENT USE AND EXISTING DEVELOPMENT APPROVALS**

The subject site is currently used for residential and small-scale rural pursuits. A full list of existing development approvals (**Table 1**) over the site are not able to be found or retrieved from MidCoast Council online development application tracker.

A Tourist Facility Incorporating Wholesale and Retail Nursery, Boutique Cellar Door Winery and Vineyard, Managers Residences (2) and Community Title Subdivision is approved for Lot 17/DP 1001975 under DA-236/2013.

These Da has been physically commenced as physical works as required by the consent commenced before the expiry date. Council have been notified of this.

FIGURE 1 – Locality Map



12758 - 12762 Pacific Highway, Coolongolook  
The Site

**TABLE 1 – Integrated Development**

Integrated development	Proposed Development	
Fisheries Management Act 1994	<ul style="list-style-type: none"> <li>○ s 144</li> <li>○ s 201</li> <li>○ s 205</li> <li>○ s 219</li> </ul>	N/A
Heritage Act 1977	<ul style="list-style-type: none"> <li>○ s 58</li> </ul>	N/A
Mine Subsidence Compensation Act 1961	<ul style="list-style-type: none"> <li>○ s 15</li> </ul>	N/A
Mining Act 1992	<ul style="list-style-type: none"> <li>○ s 63, 64</li> </ul>	N/A
National Parks & Wildlife Act 1974	<ul style="list-style-type: none"> <li>○ s 90</li> </ul>	N/A
Protection of the Environment Operations Act 1997	<ul style="list-style-type: none"> <li>○ ss 43(a), 47, 55</li> <li>○ ss 43(b), 48, 55</li> <li>○ ss 43(d), 55, 122</li> </ul>	N/A
Roads Act 1993	<ul style="list-style-type: none"> <li>○ s 138</li> </ul>	N/A
Rural Fires Act 1997	<ul style="list-style-type: none"> <li>○ s100B</li> </ul>	The site is identified as bushfire prone land. A bushfire report has been prepared for the development as it is non-habitable structure, which is greater than 6m from a habitable structure.
Water Management Act 2000 & Water Management Amendment (Controlled Activities) Regulation 2008	<ul style="list-style-type: none"> <li>○ ss 89, 90, 91</li> </ul>	The location of the proposed development is within 40m of a waterway.

## **2.0 THE DEVELOPMENT**

### **2.1 DEVELOPMENT OPTIONS**

A review of alternative uses of the site identified the following options:

#### **1. Do nothing and leave the site as it is**

The site is currently occupied by a dwelling and ancillary structures. The current rural use of the property is consistent with the zoning, however does not take advantage of the site's prime frontage to the Pacific Highway.

#### **2. Lodge an application for the proposed development**

This second option is reflective of the landowner's interests and takes into account the relevant environmental planning regulations, zoning and features of the site and its locality. The proposed development is seeking consent for the demolition of the existing house and related structures in order to construct a hotel/motel and café, with associated car and truck parking and wastewater treatment facility.

The location of the subject site on the Pacific Highway and in close proximity to the township of Coolongolook and existing service centre affords the site significant development potential. It is considered that the proposed hotel motel will increase the accommodation available to travellers and truck operators moving up and down the East Coast along the Pacific Highway.

### **2.2 DESCRIPTION OF THE DEVELOPMENT**

The objective of the proposed development is to obtain development consent to construct a proposed hotel/motel and café with associated wastewater treatment and car parking at 12758 – 12762 Pacific Highway, Coolongolook, NSW 2423. This development is enabled through the Great Lakes LEP.

The characteristics of the proposed development include:

- Demolition of existing dwelling and ancillary buildings currently present on the site
- Construction of a 50 room, three storey hotel/motel, single storey café and associated sewer water treatment plant
- Construction of parking including 90 carparking spaces, plus 4 accessible spaces at the front of the site and 16 truck parking spaces at the rear of the site
- Filling of existing dam
- Onsite sewerage management
- Associated earthworks, stormwater control, landscaping and fencing

### **2.3 PLANS AND SUPPORTING DOCUMENTATION**

This SoEE is supported by the following plans and documentation:

- **ATTACHMENT 1** – EP&A REGULATION 2000 (Schedule 1)
- **ATTACHMENT 2** – Site & Floor Plans

- **ATTACHMENT 3** – Bushfire Assessment Report
- **ATTACHMENT 4** – Ecological Assessment Report
- **ATTACHMENT 5** – Preliminary Site Investigation Report
- **ATTACHMENT 6** – Water Sensitive Design Strategy
- **ATTACHMENT 7** – Wastewater Management Report
- **ATTACHMENT 8** – Aboriginal Cultural Heritage Assessment
- **ATTACHMENT 9** – Traffic Impact Assessment
- **ATTACHMENT 10** – CPTED Report
- **ATTACHMENT 11** – Site Waste Minimisation and Management Plan
- **ATTACHMENT 12** – Dig before you dig
- **ATTACHMENT 13** – Deposited plan

## 3.0 PLANNING CONTROLS

### 3.1 ACTS

The following Acts are considered relevant to the proposed development.

- **Environmental Planning and Assessment Act 1979**

The relevant sections of the EPA & A Act 1979, being primarily s4.15– Likely Impacts of the Development is addressed later in this SoEE.

- **Water Management Act 2000**

The subject site is not located within a Drinking Water Catchment Area. An intermittent watercourse flows on the north-east of the site. An existing farm dam will be drained initially and utilised as a sedimentation basin (refer Water Sensitive Design Strategy Report, **ATTACHMENT 6**), then filled in as part of the development proposal.

Water Management on the site will be consistent with the recommendations of the Water Sensitive Design Strategy Report and Waste Water Management Report completed for the development proposal and provided here as (**ATTACHMENT 6 and ATTACHMENT 7**).

- **Rural Fires Act 1997**

The subject site is identified as bushfire prone. A Bushfire Assessment Report has been prepared for the development and is contained by this SoEE as **ATTACHMENT 3**.

### 3.2 STATE ENVIRONMENTAL PLANNING POLICIES (SEPP)

The following SEPPs are considered relevant to the proposed development:

- **SEPP NO.44 – Koala Habitat Protection**

This SEPP applies to the MidCoast LGA when development is proposed on land that is greater than one hectare. A consent authority must not grant consent unless they can be satisfied that the development will not have the potential to impact on koala habitat.

An Ecological Assessment Report (**ATTACHMENT 4**) prepared for the development concluded the following with regard to this Policy;

*"Assessment under SEPP44 – Koala Habitat Protection revealed that the site qualifies as Potential Koala Habitat due to the presence of several Schedule 2 feed trees. Further assessment concluded that, despite the relative abundance of records within a 5km radius, with some of them as recent as 2018, the site itself represents sub-optimal habitat in comparison with adjacent forested areas to the north, east and south. Furthermore, no evidence of the presence of the species, or its use of the site, was recorded during recent fieldwork. Therefore, the subject site is not considered as Core Koala Habitat and no further provisions of the policy would apply to the site."*

To this extent, no further assessment of SEPP 44 is required

- **SEPP NO.55 – Remediation of Land**

This SEPP applies to the whole state. Under Clause 7, a consent authority must not grant consent to the carrying out of any development unless they have considered whether the land is contaminated.

A Preliminary Site Investigation Report is contained by this SoEE as (**ATTACHMENT 5**). This was carried out due potential contamination could occur at the subject site in the form of residual pesticides as a result of former agricultural activities and exhaust pollutants due to proximity to the Pacific Highway. However, this investigation has found the site to be suitable for residential and commercial activities.

The site is currently used for rural residential purposes. Council has not identified this as a potential source of contamination. Therefore, the land is considered suitable for the proposed development.

- **SEPP (BASIX) 2004**

The aim of this SEPP is to encourage sustainable residential development. As the proposed development is not residential in nature, no further analysis of this SEPP is undertaken.

- **SEPP (Coastal Management) 2018**

The objective of this clause is to promote an integrated and co-ordinated approach to land use planning in the coastal zone in a manner consistent with the objects of the Coastal Management 2016.

The subject site is partially located within the extent of the SEPP (Coastal Management) 2018 Coastal Environment Areas Map (see image from Planning Portal below). To this extent Development consent must not be granted to development on land that is within the coastal environment area unless the consent authority has considered whether the proposed development is likely to cause an adverse impact on coastal environmental values, marine vegetation, native vegetation and fauna and their habitats, Aboriginal cultural heritage, practices and places.



**NSW Planning Portal;** the subject site is identified as partially contained by the Coastal Environment Areas Map

The development is designed, sited and will be managed to avoid any potential adverse impact referred to in this SEPP. The SEPP (Coastal Management) 2018 has been identified as a key constraint by the Water Sensitive Design Strategy (**ATTACHMENT 6**), hence design considerations have been afforded to the protection of this zone and the waterways and vegetation it contains.

### 3.3 LOCAL ENVIRONMENTAL PLAN (LEP)

The following parts of the Great Lakes LEP 2014 apply to the development:

- **Clause 2.3 - Zone Objectives**

The land is zoned RU2 – Rural Landscape, the objectives are;

- *To encourage sustainable primary industry production by maintaining and enhancing the natural resource base*
- *To maintain the rural landscape character of the land.*
- *To provide for a range of compatible land uses, including extensive agriculture.*
- *To provide for rural tourism in association with the primary industry capability of the land which is based on the rural attributes of the land.*
- *To secure a future for agriculture in the area by minimising the fragmentation of rural land and loss of potential agricultural productivity.*

**Hotel or motel accommodation** and **Restaurants or cafes** are permissible with consent within the RU2 – Rural Landscape landuse zone. The proposed development is consistent with the objectives of the RU2 zoning as a compatible land use that is not considered to fragment rural land or impact agricultural productivity. The proposed development will increase tourist and traveller accommodation in the area, creating the employment opportunities for Coolongolook and the greater area.

- **Clause 4.3 Height of Buildings**

The objective of Clause 4.3 is to ensure that the height of buildings are appropriate for their location. The height of building limit for the subject site is 8.5m. The height of the proposed development is 9.3m. A 0.8m/9% variation of this control is sought in order to facilitate a financially viable proposal designed to have reduced impact on the environmental constraints of the site.

- **Clause 4. Floor Space Ratio**

The objective of Clause 4.4 is to ensure that the ensure that the scale of proposed buildings is compatible with the existing environmental character and the desired future urban character of the locality. The floor space ratio (FSR) limit for the subject site is 0.4:1 m. The floor space ratio of the proposed development does not exceed the FSR limit.

- **Clause 7.1 – Acid Sulfate Soils**

The subject site is mapped as being affected by Class 5 Acid Sulfate Soils, as can be seen in the NSW Planning Portal image below;



**NSW Planning Portal;** the subject site is identified to contain Class 5 acid sulfate soils

- **Clause 7.2 – Earthworks**

Earthworks will be required to the extent of cut and fill to level the surface for the erection of the proposed buildings and the level carpark area. Earthworks will also be required to fill the dam and install the wastewater treatment infrastructure.

- **Clause 7.3 – Flood Planning**

The subject site is partially flood prone. The proposed location of the buildings and car parking areas is not located within Flood Prone Land, as can be seen in the NSW Planning Portal image below. The Water Sensitive Design Strategy prepared for the development **(ATTACHMENT 6)** has found that this area of flood prone land will not impact the development or related wastewater management.





**NSW Planning Portal;** the site is not mapped as flood prone land

• **Clause 7.4 – Coastal Risk Planning**

The objective of this clause is to avoid significant impacts from coastal hazards on land identified "Coastal Risk Planning area" on the Coastal Risk Planning Map. The subject site is not identified as a Coastal Risk Planning Area.

• **Clause 7.21 – Essential Services**

Access to the site will be via the Pacific Highway and Brushy Creek Road. Energy and gas services are existing to the site, as are Telstra and NBN telecommunications services. Articulated water and sewer are not available. A Wastewater Management Report and Water Sensitive Design Strategy Report have been completed for the proposed development and are contained here as **(ATTACHMENT 6 and ATTACHMENT 7)**.

**3.4 DEVELOPMENT CONTROL PLAN (DCP)**

The following table demonstrates compliance with the DCP:

**Table 2 – MidCoast/Great Lakes Development Control Plan 2014**

GLDCP 2014	Control	Review/Response	Compliance
<b>Part 2 – Introduction</b>			
<b>2.5 Development Applications</b>			
<b>2.5.1 Requirements for All Applications</b>	<b>A Site Plan</b> A site plan prepared at a scale of 1:100 or 1:200 must identify: <ul style="list-style-type: none"> <li>• The north point;</li> <li>• Site dimensions;</li> <li>• Location of easements (type), right of ways;</li> <li>• Location of buildings on adjacent lots;</li> </ul>	Site and Floor Plans are included in this SoEE as <b>(ATTACHMENT 2)</b>	Yes

	<ul style="list-style-type: none"> <li>• Spot levels and contours related to AHD (existing, proposed);</li> <li>• Location of driveways, vehicle parking/manoeuvring areas, vehicle crossing, footpaths, substations, emergency equipment, bicycle parking areas and waste storage areas (existing and proposed) with finished levels to AHD;</li> <li>• Adjoining road, kerb and footpath levels relates to AHD</li> <li>• Location of existing trees (height, canopy, species);</li> <li>• Location of fences (existing, proposed);</li> <li>• Location of drainage facilities/services (existing, proposed);</li> <li>• Structures/trees to be removed;</li> <li>• Setback dimensions;</li> <li>• Proposed cut/fill (area, type, level to AHD).</li> </ul> <p><b>Building Plans</b></p> <p>Dimensioned plans at a scale of 1:100 for floor plans, elevations and sections; and a scale of 1:100 or 1:200 for site plans.</p>		
<b>2.5.2 Site and Context Analysis</b>	<p>A Site and Context Analysis must accompany development applications for new single dwellings, dual occupancies, Multiunit dwellings, commercial and industrial development. The Site and Context Analysis must comprise an annotated plan and can be accompanied by written information.</p>	<p>As the existing building will be demolished and the subject site is relatively isolated in terms of neighbouring dwellings and potential impacts a Site Analysis Plan has not been provided.</p>	N/A
<b>2.5.3.1 Landscape Plan</b>	<p>The submission of a dimensioned landscape plan is generally required for development greater than a single dwelling.</p> <p>The plan should be at a scale of 1:100 or 1:200 and prepared by a Landscape Architect or designer with appropriate qualifications and experience may be required</p>	<p>A landscape plan has not been prepared at this time as existing vegetation will be retained where possible, with additional landscaping to be implemented as required. It is understood Council may condition the development of a landscape plan.</p>	N/A

<b>2.5.3.2 Shadow Diagram</b>	Shadow diagrams are required for all residential, mixed use and commercial developments of two or more storeys. Shadow diagrams will also be requested where Council determines that the development may have a significant overshadowing impact on an adjacent residential building/open space area or an adjacent public space.	A shadow diagram has not been prepared for the development as it is not considered to have potential overshadowing impacts on any adjoining buildings or spaces.	N/A
<b>2.5.3.3 Heritage Impact Statement</b>	A Heritage Impact Statement is required for any development application: <ul style="list-style-type: none"> <li>• within a Heritage Conservation Area affecting a heritage item; and</li> <li>• for a property in the vicinity of a heritage item (by reference to two lots in any direction)</li> </ul>	The subject site is not identified to be within a heritage conservation area, contain a heritage item or be within the vicinity of a heritage item	N/A
<b>2.5.3.4 Aboriginal Cultural Heritage</b>	Where land is determined by Council to have archaeological potential or cultural significance and the development involves disturbance to substantially unmodified ground surfaces, an Aboriginal Heritage Assessment shall be undertaken in accordance with the requirements of the Office of Environment and Heritage.	An Aboriginal Cultural Heritage Assessment is contained by this SoEE as <b>(ATTACHMENT 8)</b> .	Yes
<b>2.5.3.5 Drainage and Reticulation Plan</b>	The Drainage and Reticulation Concept Plan prepared at a scale of 1:100 or 1:200 must show: <ul style="list-style-type: none"> <li>• the method of stormwater drainage and water reticulation; and</li> <li>• identify the proposed location and approximate volume of any stormwater infiltration and detention areas.</li> </ul>	A Water Sensitive Urban Design Report has been prepared for the proposed development and is contained here as <b>(ATTACHMENT 6)</b> . This includes a site plan demonstrating these requirements.	Yes
<b>2.5.3.6 Buildings with three or more storeys</b>	A three dimensional model may be required to be prepared for multiunit or mixed use developments containing three (3) or more storeys and for commercial development containing four (4) or more storeys.	The proposed development is not a multiunit or mixed use development.	N/A
<b>2.5.3.7 Traffic Report</b>	A Traffic Report must be submitted for significant residential, mixed use, commercial or industrial developments which are likely to significantly impact on surrounding traffic flows.	A Traffic and Parking Assessment has been completed for the proposed development and is contained here as <b>(ATTACHMENT 9)</b>	Yes
<b>2.5.3.8 Riparian Corridor Revegetation Plan</b>	Where the site contains a watercourse or is immediately adjacent to a watercourse, a riparian buffer zone may be required to be incorporated into the site layout and a	A riparian buffer zone around the existing watercourse will be retained and protected.	Yes

	Riparian Corridor Revegetation Plan must be prepared.	Proposed riparian buffer zones are shown in the Water Sensitive Urban Design Report contained by this SoEE as <b>(ATTACHMENT 6)</b> .	
<b>2.5.3.9 Demolition</b>	Where the development application seeks approval for the demolition of an existing structure as part of development application, a Demolition Work Plan is to be submitted.	A Site Waste Minimisation and Management Plan has been developed for the proposed development and is contained here as <b>(ATTACHMENT 11)</b> .	Yes
<b>2.5.3.10 Geotechnical Report for Cut and Fill</b>	The submission of a Geotechnical Report where the development involves cut and/or fill over 500mm or there is evidence that the subject site has previously been subject to filling	A Geotechnical Report has not been prepared for the proposed development.	N/A
<b>Part 3 – Character Statements</b>			
<b>3.2.2 Inland Villages Additional Character Statements</b>			
<b>Characteristics</b>	Inland Villages are typically located on main roads, railways or rivers which historically provided transport links between regional centres.	Coolongolook is identified as an Inland Village by this DCP.	Yes
<b>Desired Future Character</b>	The desired future character is derived from the existing development.	No specific character statement has been developed for Coolongolook. The design and characteristics of the proposed development are not considered to be at odds with the varied typology of the existing buildings in Coolongolook	Yes
<b>Part 4 - Environmental Considerations</b>			
<b>4.1 Ecological Impacts</b>			
<b>Controls</b>	In considering whether to grant consent to a development, Council will consider biodiversity and ecological matters relevant to the development and the land which is affected by that development	The development has been designed and sited in accordance with the controls in this section. An Ecological Assessment Report <b>(ATTACHMENT 4)</b> has been prepared and has found that no significant	Yes

		environmental impact will occur as a result of the proposed development.	
<b>4.2 Flooding</b>			
<b>Building Controls</b>	<p><b><u>New Buildings</u></b></p> <ol style="list-style-type: none"> <li>1) New buildings are to be designed and located entirely outside of the 2100 flood planning area wherever possible.</li> <li>2) New buildings are to be designed with habitable floor levels above the 2100 1% AEP flood planning level.</li> <li>3) In circumstances where construction of a new building at the 2100 1% flood planning level is likely to have an adverse impact on the adjoining property or the visual amenity of the location, a variation may be sought. If supported by Council, the new building may be designed with habitable floor levels above the 2060 1% AEP flood planning level.</li> <li>4) Vehicle access to new buildings is to be designed to so that ingress and egress from the site is provided above the 2100 1% AEP flood planning level.</li> </ol>	The subject site is mapped as partially flood affected. The proposed development and associated wastewater treatment system has been sited such with consideration to potential flooding events.	Yes
<b>Fencing</b>	Fences within a floodway are to be of an open style design to minimise impacts on flood conveyance.	No new fences are included as part of the proposed development.	N/A
<b>4.3 Coastal Planning Areas</b>			
	This section of the DCP applies to land identified as being within a Coastal Risk Planning Area on the Coastal Risk Planning Maps of Great Lakes Local Environmental Plan (LEP) 2014, where the provisions of Clause 7.4 Coastal Risk Planning of the LEP also apply.	The subject site is not identified to be located within a Coastal Risk Planning Area on the Coastal Risk Planning Maps of the LEP.	N/A
<b>4.4 Effluent Disposal</b>			
	The development of vacant land for residential use based on an effluent pump out system (tanker removal) will not be permitted.	A Waste Water Management Report and concept design plan for a proposed on-site wastewater management system	Yes

		has been developed for the proposed development and is contained here as <b>(ATTACHMENT 7)</b> . A secondary treatment system and Wisconsin Mound n effluent pump out system is not proposed for the development.	
	The fundamental design of an Onsite Sewage Management System (OSMS) for development where effluent is disposed of by a non-reticulated system and where Council's prescribed buffer distances cannot be achieved must meet the minimum standards for the relevant On-Site Sewage Management Hazard Class for both the treatment and disposal of the effluent.	A Wastewater Management Report has been developed for the proposed development and is contained here as <b>(ATTACHMENT 7)</b> . A secondary treatment – Wisconsin Mound OSMS has been developed in accordance with site constraints and development requirements.	Yes
	Site specific constraints that have the potential to impact on the environmental or public health must be accounted for in the capability of the treatment system and the design of the land application area. Council may refuse to permit development where it is determined that the environmental impacts and/or public health related risks are considered too great.	A Wastewater Management Report has been developed for the proposed development and is contained here as <b>(ATTACHMENT 7)</b> . A secondary treatment – Wisconsin Mound OSMS has been developed in accordance with site constraints and development requirements.	Yes
	The design of the OSMS (including land application areas or disposal drains) must meet the requirements of: a) <i>Great Lakes Onsite Sewage Management Strategy and Development Assessment Framework</i> (or as amended) ; b) <i>Australian Standard AS 1547:2000 Onsite Domestic</i>	A Wastewater Management Report has been developed for the proposed development and is contained here as <b>(ATTACHMENT 7)</b> . A secondary treatment – Wisconsin Mound OSMS has been	Yes

	<p>Wastewater Management (or as amended);</p> <p>c) <i>Environmental Health Protection Guidelines Onsite Sewage Management for Single Households</i> (or as amended);</p> <p>d) Any other guideline deemed relevant by Council officers, and/or published by a recognised department/ organisation.</p>	developed in accordance with site constraints and development requirements outlined here.	
	In accordance with the Local Government Act 1993 (s68C) (or as amended), an application to install, alter or construct a waste treatment device or human waste storage facility must be submitted to Council for determination prior to any works commencing on any part or modification of the onsite sewage management system.	Noted	Noted
	The Onsite Sewage Management System disposal area shall not be contained within or form any part of, the private open space or natural landscape areas of the site.	The OSMS has been designed in accordance with this DCP control.	N/A
	The discharge of any untreated greywater from any source to a waterway, watercourse (whether intermittent or permanent), stormwater drain, drainage channel or ground surface is not permitted. Council approval is required for all greywater disposal.	No untreated grey water will be discharged to a waterway, watercourse (whether intermittent or permanent), stormwater drain, drainage channel or ground surface.	Yes
	The beneficial reuse of treated effluent within the property confines is encouraged and must be done so in a manner that reflects the objectives of this clause/section.	Noted	Noted
<b>4.5 Poultry Farms Buffer</b>			
	The object of this section is to minimise conflict between agricultural uses of land and residential uses of land.	The development proposal is not poultry farming related. No poultry farms are located in the proximity of the proposed development.	N/A
<b>4.6 Contaminated Lands</b>			
	Land that is identified as potentially contaminated land is subject to the provisions of <i>State Environmental Planning Policy (SEPP) No.55 – Remediation of Land</i> .	A Preliminary Site Investigation with regard to this SEPP and DCP control is contained	Yes

		here as <b>(ATTACHMENT 5)</b> .	
<b>4.7 Bushfire</b>			
	All development proposals on land identified as bush fireprone are to be accompanied by a bush fire hazard assessment report in accordance with the NSW Rural Fire Service <i>Planning for Bush Fire Protection 2006</i> (or as amended).	A Bushfire Assessment Report has been prepared for the proposed development and is contained here as <b>(ATTACHMENT 3)</b>	Yes
	The bush fire hazard assessment report must have regard to the siting of any trees to be retained as recommended within the Arborist's report	A Bushfire Assessment Report has been prepared for the proposed development and with regard to relevant planning controls. It is contained here as <b>(ATTACHMENT 3)</b>	Yes
	Any bush fire protection measures (i.e. Asset Protection Zones) must not encroach upon any adjoining land	A Bushfire Assessment Report has been prepared for the proposed development and with regard to relevant planning controls. It is contained here as <b>(ATTACHMENT 3)</b>	Yes
	Selection of materials and methods of construction must have regard to AS 39592009 <i>Construction of buildings in bush fire prone areas and Planning for Bush Fire Protection 2006</i> (or as amended).	A Bushfire Assessment Report has been prepared for the proposed development and with regard to relevant planning controls. It is contained here as <b>(ATTACHMENT 3)</b>	Yes
<b>Part 6 - Residential Apartment Buildings, Mixed Use Development and Business Premises</b>			
<b>6.1 General Building Design</b>			
	The design, height and siting of the development must respond to its context, being both the natural and built features of an area. The Site and Context Analysis must be utilised as the process by which the opportunities and constraints of the site are identified and the character of a local area defined.	The proposed development is considered to be consistent with the character of the local area.  Design and siting is proposed with consideration of the constraints of the subject site.	Yes



	<p>The appearance of new development must be complementary to the buildings around it and the character of the street. New development must contain or respond to the essential elements that make up the character of the surrounding urban environment. This character is created by elements such as building height, setbacks, architectural style, window treatment and placement, materials and landscaping.</p>	<p>The appearance of the proposed development is consistent with the mixed typology of the Pacific Highway/Coolongolook streetscape.</p>	<p>Yes</p>
	<p>The following elements must be incorporated in the building design:</p> <ul style="list-style-type: none"> <li>a) Articulate and fragment building walls that address the street and add visual interest. The appearance of blank walls or walls with only utility windows on the front elevation is not permitted.</li> <li>b) Utilise high quality and durable materials and finishes.</li> <li>c) Entrances must be visible at eye level from the street and well lit.</li> <li>d) For those dwellings adjacent to the street frontage, the habitable rooms must face the street.</li> <li>e) Ensure entrances can accommodate the movement of furniture.</li> <li>f) Avoid blank or solid walls and the use of dark or obscured glass on street frontages.</li> <li>g) Air conditioning units must not be visible from the street.</li> <li>h) Avoid bathroom windows on street frontages.</li> <li>i) All residential buildings must be designed with building frontages and entries clearly addressing the street frontage. Dwellings adjacent to the street boundary must have individual entries from the street.</li> <li>j) For multidwelling developments on corner sites, each frontage of the development must present as the primary street frontage.</li> <li>k) Where garages are proposed on the front elevation they must be recessed, unless it can be demonstrated that the garages will not visually dominate the streetscape appearance of the building.</li> </ul>	<p>The proposed development has been designed with consideration to these controls.</p>	<p>Yes</p>

<b>6.2 Pedestrian Activity</b>			
	<p>The controls in this section aim to increase the vitality, safety, security and amenity of the public domain by:</p> <ul style="list-style-type: none"> <li>• Ensuring a high degree of pedestrian permeability throughout the business centres and adjoining areas.</li> <li>• Encouraging future through block connections at ground level, where appropriate.</li> <li>• Ensuring active street frontages and positive building address to the street.</li> <li>• Ensuring provision of awnings along the retail, commercial and tourist areas.</li> <li>• Mitigating adverse visual impacts on the street arising from excessive driveway crossings and inappropriate selection of building finishes and materials.</li> <li>• Addressing 'Safer by Design' principles for the design of public and private domain, and in all developments (including the NSW Police 'Safer by Design' crime prevention through environmental design (CPTED) principles).</li> <li>• The design of facilities (including car parking) for persons with a disability must comply with the relevant</li> <li>• Australian Standard (AS 1428 Pt 1 and 2, or as amended) and the Disability Discrimination Act 1992 (as amended).</li> </ul>	<p>A Traffic and Parking Assessment has been prepared for this application and is contained here as <b>(ATTACHMENT 8)</b>.</p> <p>It has been identified that a very small amount of pedestrian activity will be generated by the proposal, as such no nexus has been found to provide additional infrastructure aside from along the site frontages.</p> <p>The carparking design has been prepared to incorporate accessible parking in accordance with these standards and controls.</p>	Yes
<b>6.2.5 Safety and Security</b>			
	<p>Address 'Safer by Design' principles for the design of public and private domain, and in all developments (including the NSW Police 'Safer by Design' crime prevention through environmental design (CPTED) principles).</p>	<p>A CPTED Report including an analysis of Safer by Design Principles has been completed for the proposed development and is contained here as <b>(ATTACHMENT 10)</b>.</p>	Yes
	<p>Ensure that the building design allows for casual surveillance of streets, accessways, entries, driveways, open car parks and public areas.</p>	<p>The proposed building has been designed to facilitate multiple passive surveillance opportunities through the prominent location</p>	Yes

		of public areas such as the dining area and check in desk of the motel. There is also increased passive surveillance opportunity afforded by the location of the café.	
	Avoid creating blind corners in pathways, arcades, stairwells, hallways and car parks.	Blind corners in pathways, arcades, stairwells, hallways and car parks have been avoided to all possible extents.	Yes
	Optimise the visibility, functionality of building entrances by: <ul style="list-style-type: none"> <li>i) providing clear lines of sight between entrances, foyers and the street.</li> <li>ii) providing direct entry to ground floor units from the street.</li> <li>iii) providing separate and defined entries to residential and non-residential uses.</li> <li>iv) providing controlled access to residential units.</li> </ul>	The proposed building entrances, check in desk and dining spaces have been designed in accordance with these controls.	Yes
	Where private open space is located within the front building setback any front fencing must be of a design and/or height, which allows for passive surveillance of the street.	N/A	N/A
	The number of dwellings accessible from a single corridor is limited to a maximum of eight (8) per floor.	No dwellings are included in the development proposal.	N/A
	Provide adequate lighting of all pedestrian access ways, parking areas and building entries. Such lighting should be on a timer or movement detector to reduce energy consumption.	A lighting plan will be developed in accordance with these controls.	Yes
	Ensure that commercial/retail/business uses on the ground floor open onto or overlook the street.	The proposed building entrances, check in desk and dining spaces have been designed to overlook the car park and street.	Yes
	Avoid the creation of obscure or dark alcoves, which might conceal intruders. Provide clear lines of sight and well lit routes throughout the development.	The development has been designed in accordance with these controls.	Yes

	Where a pedestrian pathway is provided from the street, allow for casual surveillance of the pathway. Ensure that pathways do not provide concealment opportunities.	A pedestrian pathway from the street servicing both the café and motel entrances is proposed in accordance with this control.	Yes
<b>6.2.6 Fences</b>	The design of front fences impacts significantly on the quality of the development, the public domain and adjoining properties	No fencing is included within the scope of the development proposal.	N/A
<b>6.3 Building Configuration</b>			
<b>6.3.1 Adaptable Housing</b>	Flexibility in building design is important to ensure that buildings remain functional over their life. Flexible buildings can accommodate uses other than residential when first constructed and they can accommodate future changes in use, particularly on ground and lower floor levels, for example from residential to commercial.	N/A	N/A
<b>6.3.2 Dwelling Layout and Mix</b>	A mix of dwelling types provides housing choice and supports equitable housing access.	N/A	N/A
<b>6.3.3 Ceiling Heights</b>	Provide the following minimum floor to ceiling heights: <ul style="list-style-type: none"> <li>a) Minimum 3.3m for ground and first floor to encourage future flexibility of use as residential, retail or commercial.</li> <li>b) A minimum 3.3m floor to ceiling height must be provided for all levels of a development within the town centre proposing only commercial or retail occupation.</li> <li>c) For all other residential floors provide the following minimum floor to ceiling heights: <ul style="list-style-type: none"> <li>a. 2.7m minimum for all habitable rooms on all floors.</li> <li>b. 2.4m minimum for non-habitable rooms on all floors.</li> <li>c. Attic spaces, must have a 1.5m minimum wall height at edge of room with a 30 degree minimum ceiling slope.</li> </ul> </li> </ul>	Ceiling heights of the ground floor of the hotel are proposed as 3.3m, and 2.7m for the first and second floors. Ceiling height of the café is proposed as 3.3m.	Yes
<b>6.3.4 Storage</b>	To provide accessible storage for household and recreational items which cannot be readily accommodated within dwellings.	The proposed development does not include any dwellings for	N/A

		which the following storage controls apply.	
<b>6.3.5 Basements and Podiums</b>	To integrate the siting, scale and design of basement parking into the site and building design.	No basement parking is included in the scope of the proposed development.	N/A
<b>6.4 External Building Elements</b>			
<b>6.4.1 Facade Articulation</b>	Adjoining buildings (particularly heritage buildings) are to be considered in the design buildings.	There are no buildings adjoining the proposed development.	N/A
	Horizontal elements of new buildings at the street edge, such as string courses, cornices, parapets, window sills and heads are to relate to those of existing buildings, particularly heritage buildings.	No existing or related buildings are present on the subject site or within relatable proximity.	N/A
	Articulate facades so that they address the street and add visual interest. Buildings are to be articulated to differentiate between the base (street frontage height) and the top in design.	The façade has been designed to create visual relief and interest through the incorporation of articulation and roof features.	Yes
	Establish a well-proportioned vertical rhythm particularly up to street frontage height by breaking the facade into bays of up to 6m wide.	The façade has been designed to create visual relief and interest through the incorporation of articulation and roof features.	Yes
	Visible parts of side and rear boundary walls are to be treated with similar consideration of proportion, detailing and materials as other elements of the façade	All boundary and rear walls are treated with consideration of visual interest and will incorporate consistent proportion, materials and detailing.	Yes
	Finishes with high maintenance costs, those susceptible to degradation or corrosion from a coastal environment or finishes that result in unacceptable amenity impacts, such as reflective glass, are to be avoided.	The proposed finishes are shown in the plans contained here as <b>(ATTACHMENT 2)</b> .	Yes
	To assist articulation and visual interest, no single wall plane shall exceed 120m <sup>2</sup> .	The longest single wall plane is the Western elevation of the hotel/motel which has a proposed length of 48.48m	Yes

	The top storey of a building is to be setback from the outer face of the floors below on all sides	The top storey of the proposed hotel is setback from the outer face of the floors below on all but the Southern elevation.	
	Limit sections of opaque or blank walls greater than 4m in length along the ground floor to a maximum of 30% of the building frontage.	All sections of walls contain windows, doors or other articulation features.	Yes
	Highly reflective finishes and curtain wall glazing are not permitted above ground floor level.	No highly reflective or curtain wall glazing is proposed.	Yes
	A materials sample board and schedule is to be submitted with applications for development.	A materials sample board will be developed prior to the application for the Construction Certificate.	Yes
	Limit excessive repetition of building modules to avoid monotony.	The building has been designed in order to avoid building monotony.	Yes
<b>6.4.2 Roof Design</b>	Roof design shall relate to the desired built form by: <ul style="list-style-type: none"> <li>articulating the roof to minimise the apparent bulk and relate to the context of smaller building forms.</li> <li>using a similar roof pitch or material to adjacent buildings, particularly in areas with an identifiable character.</li> <li>using special roof features, which relate to the desired character of an area, to express important corners.</li> </ul>	The roof design proposes articulation to minimise appearance of bulk and scale.	Yes
	The roof height of a building shall be a maximum of 5.5m above the topmost floor level. This does not include any vent, chimney, flue, antennae or the like.	The roof height does not exceed 5.5m above the topmost floor.	Yes
	Roof design must respond to the orientation of the site and solar access. For example, by using eaves and skillion roof forms.	The roof has been designed in accordance with this DCP control.	Yes
	Roof projection is allowed beyond the outer face of the top storey.	Noted	Noted
	Lift over runs and service plants must be concealed within the roof of the building to	Service plants are proposed to be concealed in	Yes

	minimise the visual intrusiveness of service items.	accordance with this control.	
	Rooftop structures, such as air conditioning, lift motor rooms, satellite dishes, and the like are to be incorporated into the architectural design of the building.	No roof top structures are currently proposed.	N/A
	Communication towers such as mobile phone towers and the like, but excluding satellite dishes, are not to be located on residential buildings.	No communication towers are currently proposed.	N/A
	Landscaped and shaded areas on the roof of buildings will be considered where residential amenity, e.g. by way of noise generation or overlooking, and building appearance is not unreasonably affected.	No landscaped and shaded areas on the roof of buildings are proposed.	N/A
<b>6.5 Building Amenity</b>			
<b>6.5.1 Acoustic Privacy</b>	Acoustic privacy is a measure of sound insulation between apartments and between external and internal spaces. Designing for acoustic privacy relates to the location and separation of buildings within a development and the arrangement of apartments and internal spaces within apartments. The proximity of the building to major external noise sources such as busy roads is also a major consideration.	Although not residential in nature, the design of the proposed hotel/motel has been undertaken in order to afford acoustic amenity to all rooms where possible.  Potential impacts from road noise, the dining areas have been mitigated through the placement of the rooms towards the rear of the building.	Yes
<b>6.5.2 Solar Access and Overshadowing</b>	Daylight penetration within dwellings is important, particularly for upper level apartments where there are limited opportunities to move outside. Access to daylight within a dwelling reduces reliance on artificial light, improving energy efficiency and residential amenity.	Although not residential in nature, the design of the proposed hotel/motel has been undertaken in order to afford adequate solar access to all rooms where possible.	Yes
<b>6.5.3 Natural Ventilation</b>	Natural ventilation is the circulation of sufficient volumes of fresh air through dwellings and other building spaces to create a comfortable indoor environment.	Although not residential in nature, the design of the proposed hotel/motel has been undertaken in order to afford adequate natural ventilation to all rooms where possible.	Yes

<b>6.5.4 Night Lighting</b>	The design of lighting has a very significant influence on the visual environment during the night. The benefits of well designed lighting include a pleasant night environment, safety, energy saving, and better visibility of the night sky.	A lighting plan for the proposed development will be developed in accordance with these controls.	Yes
<b>6.5.5 Site Facilities and Servicing</b>	<ul style="list-style-type: none"> <li>• Mail boxes for residential buildings and/or commercial tenancies should be provided in one accessible location adjacent to the main entrance to the development.</li> <li>• Mail boxes should be integrated into a wall where possible and be constructed of materials consistent with the appearance of the building</li> <li>• Mail boxes shall be secure and large enough to accommodate articles such as newspapers.</li> </ul>	The location of the mailbox shall be provided in accordance with this control	Yes
	<ul style="list-style-type: none"> <li>• Satellite dish and telecommunication antennae, air conditioning units, ventilation stacks and any ancillary structures should be located: <ul style="list-style-type: none"> <li>○ away from the street frontage,</li> <li>○ integrated into the roofscape design and in a position where such facilities will not become a skyline feature at the top of any building, and</li> <li>○ adequately setback from the perimeter wall or roof edge of buildings,</li> </ul> </li> </ul> <p>A master antenna should be provided for residential and mixed-use buildings. This antenna should be sited to minimise its visibility from surrounding public areas.</p>	Satellite dish and telecommunication antennae, air conditioning units, ventilation stacks will be located in accordance with these controls.	Yes
	<ul style="list-style-type: none"> <li>• Adequate facilities are to be provided within any new development for the loading and unloading of service/delivery vehicles.</li> <li>• Service access is to preferably be located off rear lanes, side streets or rights of way.</li> <li>• All service doors and loading docks are to be adequately screened from street frontages and from active overlooking by existing development.</li> </ul>	Loading and service areas are identified on the plans provided here as <b>(ATTACHMENT 2)</b> .	Yes



	<ul style="list-style-type: none"> <li>• Circulation and access to service docks is to be in accordance with AS 2890.1.</li> </ul>		
<b>6.6 Building Performance</b>			
	Development applications for new buildings and alterations and additions to existing buildings must comply with the SEPP (Building Sustainability Index: BASIX) 2004. This requires that an application must be accompanied by a BASIX certificate or BASIX certificates for the development issued no earlier than 3 months before the date on which the application is made. All commitments listed on a BASIX certificate must be marked on all relevant plans and specifications.	The proposed development is not residential in nature therefore a BASIX Certificate has not been prepared.	N/A
	Reduce reliance on artificial lighting by providing a mix of lighting fixtures and using high efficiency lighting (e.g. Fluorescent), particularly for common areas.	Optimal consideration to the environmental performance of the building is incorporated into building design.	Yes
	Incorporate passive solar design techniques to optimise heat storage in winter and heat transfer in summer.	Optimal consideration to the environmental performance of the building is incorporated into building design.	Yes
	Reduce reliance on mechanical heating and cooling by: <ul style="list-style-type: none"> <li>i. Allowing for adjustable awnings or blinds to be attached to the outside of windows</li> <li>ii. Providing ceiling fans for improved air circulation.</li> </ul>	Optimal consideration to the environmental performance of the building is incorporated into building design.	Yes
<b>6.7 Minimum Allotment Frontages</b>			
<b>6.7.1 Medium Density Residential Zone Controls</b>	<ol style="list-style-type: none"> <li>1) A minimum site width of 18m is required for medium density development. Exceptions will only be considered for social housing developments. Site width shall be measured for the full length of the primary street frontage boundary and perpendicular to the side boundary.</li> <li>2) Sites may be amalgamated, where required, to achieve the minimum site width requirements.</li> </ol>	The site frontage of the subject site is approximately 130m.	Yes
<b>6.8 Building Depth and Bulk</b>			

	Controlling the building depth in new buildings allows for good internal amenity in regards to natural light and ventilation and mitigates potential adverse effects that bulky buildings may have on the public domain, including overshadowing and street amenity.	These controls apply to residential zones. The subject site is zoned RU2. The proposed development does not have any identified potential overshadowing or amenity impacts on adjacent buildings or public spaces.	N/A
<b>6.13 Coastal Town Centres Concept Plans</b>	The coastal town centre concept plans provide an overview of the desired pedestrian linkages and their relationship to the existing residential, recreational and commercial uses.	The subject site is not within an identified coastal town centre.	N/A
<b>Part 10 - Car Parking, Access, Alternative and Active Transport</b>			
<b>10.3 Car Parking</b>			
<b>10.3.1 Car Parking Rates</b>	The minimum parking requirements outlined in the relevant DCP Table should be used when minimum parking rate is being calculated	Minimum parking requirements for the development are calculated and provided in the Traffic and Parking Assessment completed for the proposed development and contained here as <b>(ATTACHMENT 9)</b> .	Yes
<b>10.3.2 Car Parking Design Controls</b>	Car parking must be located behind the building setback and be screened from view using well designed structures and vegetation to minimise impacts on the streetscape.	The nature of the subject site and the development does not allow for the location of all car parking behind the building setback. However, the retention of vegetation along the street frontage will contribute to the impacts of the streetscape.	Yes
	Car parking for residents may be located within a basement	No basement carparking is included in the scope of the proposed development.	N/A
	Car parking areas should be designed to conveniently, efficiently and appropriately serve residents and visitors	Car parking areas have been designed in	Yes

	<p>of the site by:</p> <ul style="list-style-type: none"> <li>a) Ensuring that car parking areas are located close to entrances and access ways.</li> <li>b) Car parking areas are secure and accessible.</li> </ul>	accordance with this DCP control.	
	Clearly identify areas for visitor parking and parking for disabled persons.	Car parking areas have been designed in accordance with this DCP control.	Yes
	Driveways and car parking areas must be hard surfaced, designed and graded to manage stormwater	Car parking areas have been designed in accordance with this DCP control.	Yes
	Stacked car parking (one space immediately behind the other) is only permitted if both spaces are used by the same dwelling.	No stacked carparking is included in the scope of the proposed development.	N/A
	Car parking to be designed with a maximum 3 point turn for a vehicle to enter the and exit the property in a forward direction (for the 85% vehicle).	Car parking areas have been designed in accordance with this DCP control.	Yes
	The minimum head height clearance for a parking space for disabled persons is 2.5m.	No basement carparking is included in the scope of the proposed development.	N/A
	Where parking is provided within basement level/s, the scale and siting of the basement carpark must not impact upon the ability of the development to satisfy minimum landscaping and deep soil zone requirements.	No basement carparking is included in the scope of the proposed development.	N/A
	Where parking is provided in a basement, ventilation structures for the basement parking and air conditioning units must be orientated away from windows of habitable rooms and private open space areas. Ventilation grills and structures must be integrated into the design of the façade of the building to minimise their visual impact and be above the 100 year ARI flood level.	No basement carparking is included in the scope of the proposed development.	N/A
<b>10.3.3 Vehicle Access and Driveways</b>	Vehicular entry points shall not comprise more than 25% of any street frontage.	Vehicular entry points have been designed in accordance with this DCP control.	Yes

	Vehicle access should be provided from rear lane or secondary street frontages where these are available.	Secondary vehicle access is proposed from Brushy Creek Road.	Yes
	Only one vehicular access point is provided to a development except for special circumstances or where the site has frontage to two streets and a secondary access point is considered to be acceptable.	Due to nature of the proposed development and the Pacific Highway location, two access points from the highway and an additional entry/exit from Brush Creek Road is proposed. An analysis if the suitability of this is undertaken by the Traffic and Parking Assessment completed for the proposed development and contained here as <b>(ATTACHMENT 9)</b> .	Yes
	Vehicular access ramps parallel to the street frontage will not be permitted	Noted	Noted
	Vehicular entry points are to be integrated into the building design	N/A	N/A
	Doors to vehicular access points are to be roller shutters or tilting doors positioned behind the street alignment with a 6.0m setback provided.	N/A	N/A
	Vehicular entries are to have high quality finishes to walls and ceilings as well as a high standard of detailing	N/A	N/A
	Paving colour, texture and material should be sympathetic with the character of the precinct and reflect a pleasant visual appearance.	N/A	N/A
	Driveways should be located to take into account any services within the road reserve, such as power poles, drainage inlet pits and existing street trees. Sight distances are required as prescribed by AS 2890.1.	An analysis of the suitability of the proposed access points has been undertaken by the Traffic and Parking Assessment contained here as <b>(ATTACHMENT 9)</b> .	Yes
	All driveways must be located a minimum of 6m from the perpendicular to the kerblines of any intersection of any two roads.	An analysis of the suitability of the proposed access points has been undertaken by the Traffic and Parking Assessment contained	Yes

		here as <b>(ATTACHMENT 9)</b> .	
	The design of driveway and crossovers must be in accordance with council's standard vehicle entrance designs and widths must be in accordance with Australian Standard 2890.1	An analysis of the suitability of the proposed access points has been undertaken by the Traffic and Parking Assessment contained here as <b>(ATTACHMENT 9)</b> .	Yes
	<p>Driveway grades, vehicular ramp width/grades and passing bays must be in accordance with Australian Standard 2890.1. Crossover and driveway widths must comply with the following:</p> <ul style="list-style-type: none"> <li>a) Developments which generate truck movements need to be designed to facilitate the movement, loading and unloading of those vehicles. Loading docks should be located to provide easy access and should not be located within the building line. Applicants must be able to demonstrate that trucks can be satisfactorily manoeuvred within the site.</li> <li>b) Ramps to be designed for the 99% vehicle splays/truncated corners used at corners. Convex mirrors are to be used to improve visibility where required.</li> <li>c) Isle widths are to be a minimum of 6.6m (Note: 5.8m isle width will be allowable under special circumstances).</li> <li>d) The minimum head height clearance for ramps and isles is 2.2m (2.3m where access is required to a disabled parking space).</li> </ul>	An analysis of the suitability of the proposed access points has been undertaken by the Traffic and Parking Assessment contained here as <b>(ATTACHMENT 9)</b> .	Yes
<b>10.4 Alternative and Active Transport</b>			
	Developments are required to provide bicycle parking suitable for residents/employees and for visitors/guests. Bicycle parking is to be provided according to current Australian Standards AS2890 series.	Bicycle parking is included in the design of the proposed development – see plans contained here as <b>(ATTACHMENT 2)</b>	Yes
	Bicycle parking is to be provided in accordance with the following table:	Bicycle parking for up to 16 bicycles is included in the design of the proposed development	Yes

	<table border="1"> <thead> <tr> <th>Type</th> <th>Class 2 Bicycle Enclosure</th> <th>Class 3 Bicycle Rail</th> </tr> </thead> <tbody> <tr> <td>Residential Flat Building</td> <td>1 per unit</td> <td>-</td> </tr> <tr> <td>Office/Retail/Commercial/Industrial uses</td> <td>1 per 500m<sup>2</sup> GLFA* - minimum 1 space</td> <td>1 per 500m<sup>2</sup> GLFA* - minimum 1 space</td> </tr> <tr> <td>Restaurants</td> <td>1 per 200 seats - minimum 1 space</td> <td>1 per 20 seats - minimum 1 space</td> </tr> </tbody> </table>	Type	Class 2 Bicycle Enclosure	Class 3 Bicycle Rail	Residential Flat Building	1 per unit	-	Office/Retail/Commercial/Industrial uses	1 per 500m <sup>2</sup> GLFA* - minimum 1 space	1 per 500m <sup>2</sup> GLFA* - minimum 1 space	Restaurants	1 per 200 seats - minimum 1 space	1 per 20 seats - minimum 1 space	- see plans contained here as <b>(ATTACHMENT 2)</b>	
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	<p>All Bicycle Parking Spaces provided to meet the requirements must:</p> <ol style="list-style-type: none"> <li>be located outside of pedestrian movements paths. In particular, bicycle parking facilities must not be located within a continuous accessible path of travel; and</li> <li>be arranged so that a bicycle can be parked without damaging adjacent objects such as landscaping, access doors and corridors and other parked bicycles; and</li> <li>be protected from manoeuvring motor vehicles and opening doors; and</li> <li>be provided with adequate lighting.</li> </ol>	Bicycle parking for up to 16 bicycles is included in the design of the proposed development – see plans contained here as <b>(ATTACHMENT 2)</b>	Yes												
<b>Part 11 – Water Sensitive Urban Design</b>															
<b>11.3 General Objectives and Controls for Water Sensitive Design</b>															
	All development must meet the relevant water quality targets identified for that type of development as set out in the applicable Stormwater Quality Targets table within this DCP, except in the instance of a Council approved Stormwater Strategy or Drainage Plan which will specify the targets to be met for identified parcels of land.	A Water Sensitive Urban Design Strategy has been developed for the proposed development in accordance with these DCP controls.	Yes												
	Additional stormwater drainage measures may be required by Council to address potential flood issues related to the development. Instances where additional requirements apply may include: <ol style="list-style-type: none"> <li>residential development other than a dwelling house, dual occupancy or secondary dwelling; or</li> <li>development in areas where there is insufficient capacity in existing stormwater infrastructure to absorb the increased stormwater runoff.</li> </ol>	A Water Sensitive Urban Design Strategy has been developed for the proposed development in accordance with these DCP controls.	Yes												
	Water Quality Treatments: <ol style="list-style-type: none"> <li>are to be calculated and designed in accordance with this section of the DCP, except in the</li> </ol>	A Water Sensitive Urban Design Strategy has been developed for the proposed development	Yes												

	<p>instance of a Council approved Stormwater Strategy or Drainage Plan which may prescribe the other measures to satisfy water quality targets.</p> <p>b. wherever practical, are to be designed as part of any additional stormwater flow modification measures such as detention and infiltration in such a way as to retain, treat and infiltrate runoff events.</p> <p>c. should be integrated into landscaped areas to fit within the built environment of the development.</p> <p>d. and associated stormwater infrastructure which services more than one dwelling should be constructed on common property.</p> <p>e. may be constructed within building setback areas.</p> <p>f. can be any shape or size, as long as the area is consistent with that calculated to meet the relevant Water Quality Targets.</p> <p>g. cannot be constructed:</p> <p>i. within a drainage or sewer easements except for privately owned inter-allotment drainage; or</p> <p>ii. within private open space areas; or</p> <p>iii. above services e.g. electricity</p> <p>h. should be designed in response to environmental constraints to ensure they:</p> <p>iv. do not contribute to increased flooding risk;</p> <p>v. comply with flood related development controls;</p> <p>vi. withstand storm surge and inundation; and</p> <p>vii. minimise the impact of discharge points on bushland areas</p>	in accordance with these DCP controls.	
	A Water Sensitive Urban Design Strategy has been developed for the proposed development in accordance with these DCP controls.		Yes
<b>Part 13 – Landscaping and Open Spaces</b>			
<b>13.2 Residential Apartment Buildings,</b>	Developments must provide for high quality landscape design by:	A landscape plan has not been prepared at this time as existing	Yes

<b>Mixed Use Development and Business Premises</b>	<ul style="list-style-type: none"> <li>a) providing appropriate shade from trees or structures</li> <li>b) screening parking areas, driveways, communal drying areas, and private open space associated with ground floor dwellings.</li> </ul>	vegetation will be retained where possible, with additional landscaping to be implemented as required. It is understood Council may condition the development of a landscape plan.	
	<p>Contribute to streetscape character and public domain amenity by:</p> <ul style="list-style-type: none"> <li>a) matching landscape design to street proportions and character</li> <li>b) incorporating planting and landscape elements appropriate to the scale of the development</li> <li>c) selecting indigenous species in accordance with Council's preferred species list.</li> </ul>	A landscape plan has not been prepared at this time as existing vegetation will be retained where possible, with additional landscaping to be implemented as required. It is understood Council may condition the development of a landscape plan.	Yes
	<p>Improve the energy efficiency of dwellings and the microclimate of private open space by:</p> <ul style="list-style-type: none"> <li>a) incorporating trees for shading during summer</li> <li>b) varying heights and species of trees or shrubs to maximise solar access during winter</li> <li>c) locating plants appropriately in relation to their size at maturity.</li> </ul>	A landscape plan has not been prepared at this time as existing vegetation will be retained where possible, with additional landscaping to be implemented as required. It is understood Council may condition the development of a landscape plan.	Yes
	<p>Site landscaping shall comprise no less than:</p> <ul style="list-style-type: none"> <li>a) 20% of the site area in Business Zones;</li> <li>b) 30% of the site area in the High Density Residential Zone;</li> <li>c) 40% of the site area in the Medium Density Residential Zone</li> <li>d) 40% of the site area in the Mixed Use Zone.</li> </ul>	A landscape plan has not been prepared at this time as existing vegetation will be retained where possible, with additional landscaping to be implemented as required. It is understood Council may condition the development of a landscape plan.	Yes
<b>Part 14 - Waste Management</b>			
<b>14.1 Demolition</b>	A completed Site Waste Minimisation and Management Plan (SWMMP) shall be prepared and lodged with the	A Site Waste Minimisation and Management Plan is	Yes



	<p>development application for demolition. As a minimum it shall include:</p> <ul style="list-style-type: none"> <li>a) Adaptive reuse opportunities for buildings/structures.</li> <li>b) All waste likely to result from the demolition and opportunities for reuse of materials.</li> <li>c) Facilitate reuse/recycling by using the process of 'deconstruction' where various materials are carefully dismantled and sorted.</li> <li>d) Reuse or recycle salvaged materials onsite where possible.</li> <li>e) An area shall be allocated on site for the storage of materials for use, recycling and disposal (giving consideration to slope, drainage, location of waterways, stormwater outlets, vegetation and access and handling requirements).</li> <li>f) Separate collection bins or areas for the storage of residual waste shall be provided on site and clearly 'signposted' for the purpose and content of the bins and storage.</li> <li>g) Measures shall be implemented on site to prevent damage by the elements, odour and health risks and windborne litter.</li> <li>h) A Declaration of Waste Confirmation shall be provided to Council at the completion of the works.</li> </ul>	<p>contained by this SoEE as <b>(ATTACHMENT 11)</b></p>	
<b>14.2 Development</b>	<p>A completed Site Waste Minimisation and Management Plan shall be prepared and submitted with the development application. The plan should address the following matters as relevant:</p> <ul style="list-style-type: none"> <li>a) Indicative Bin Sizes</li> <li>b) Waste/Recycling Storage Rooms</li> <li>c) Garbage Truck Dimensions</li> <li>d) Garbage Chutes.</li> </ul>	<p>A Site Waste Minimisation and Management Plan is contained by this SoEE as <b>(ATTACHMENT 11)</b></p>	Yes
	<p>Architectural plans submitted with the development application must show:</p> <ul style="list-style-type: none"> <li>a) The location of individual waste/recycling storage areas (such as for townhouses and villas) or a communal waste/recycling storage room(s) able to</li> </ul>	<p>The architectural plans contained by this SoEE as <b>(ATTACHMENT 2)</b> include these details, where relevant.</p>	Yes

	<p>accommodate Councils waste, recycling and gardens waste bins.</p> <p>b) The location of any garbage chute(s) and interim storage facilities for recyclable materials that promotes and ease of recycling for each unit and on each floor.</p> <p>c) The location of any service rooms (for accessing a garbage chute) on each floor of the building.</p> <p>d) The location of any waste compaction equipment.</p> <p>e) An identified collection point for the collection and emptying of Councils waste, recycling and garden waste bins.</p> <p>f) The path of travel for moving bins from the storage area to the identified collection point (if collection is to occur away from the storage area).</p> <p>g) The onsite path of travel for collection vehicles (if collection is to occur onsite) taking into account accessibility, width, height and grade.</p>		
	A Declaration of Waste Confirmation shall be provided to Council at the completion of the works.	Noted	Noted

### 3.5 DEVELOPMENT CONTRIBUTIONS

Development contributions will be calculated and charged in accordance with the Great Lakes Development Contributions Plan.

## 4.0 SITE CHARACTERISTICS AND KEY DEVELOPMENT ISSUES

### 4.1 LIKELY IMPACTS OF THE DEVELOPMENT

The likely impacts of the proposed development and constraints affecting the subject site have been explored throughout this SoEE. The following sections detail the major potential impacts and constraints in greater detail, in accordance with Section 4.15 of the EP&A Act 1979.

### 4.2 CONTEXT AND SETTING

The proposed development has demonstrated consistency of the surrounding locality through the environmental planning regulations and the existing rural and mixed development setting.

### 4.3 VISUAL IMPACT

There are no significant visual impacts identified as a result of the proposed development.

#### 4.4 ACCESS, TRANSPORT AND TRAFFIC

Access to the proposed development will be from the Pacific Highway and Brushy Creek Road. Parking for light vehicles as well as designated truck parking is proposed in accordance with relevant DCP controls.

Given the connection to the highway, traffic is an important issue hence a TIA was commissioned.

#### 4.5 PUBLIC DOMAIN

The proposed development will not have an impact on any public domain. Off-street carparking will be provided for on the site in accordance with the relevant controls of the DCP.

#### 4.6 SERVICES

Electricity, telephone and physical, legal and emergency service access exists to the existing development.

#### 4.7 HERITAGE

The site is not identified to be within a Heritage Conservation Area, nor contain a heritage site or item.

#### 4.8 ECOLOGY

An Ecological Assessment Report has been completed for the proposed development of the site (**ATTACHMENT 4**). No significant impact on the ecological values of the site or its surrounds has been identified as a result of the proposed development.

#### 4.9 LANDSCAPING

A landscape plan has not been prepared at this time as existing vegetation will be retained where possible, with additional landscaping to be implemented as required. It is understood Council may condition the development of a landscape plan.

#### 4.10 BUSHFIRE

The site is partially mapped as Bushfire Prone Land (BPL), as can be seen in the NSW Planning Portal image below. A Bushfire Assessment Report has been prepared for the development and is contained by this SoEE as (**ATTACHMENT 3**).



**NSW Planning Portal;** the subject site is mapped as partially bushfire prone land

#### **4.11 ARCHAEOLOGY**

An Aboriginal Cultural Heritage Assessment has been undertaken for the proposed development (**ATTACHMENT 8**).

#### **4.12 WATER, WASTE AND ENERGY EFFICIENCY**

The Construction Certificate plans will include detailed designs and features incorporating water, waste and energy efficiency principles in accordance with relevant Australian standards and the Building Code Australia.

#### **4.13 NOISE AND VIBRATION**

The design and siting of the development has been undertaken in order to mitigate the potential noise impacts of the Pacific Highway.

During construction, the operating noise level of machinery, plant and equipment will comply with the Noise Guide for Local Government.

#### **4.14 SAFETY, SECURITY AND CRIME PREVENTION**

The proposed development is not considered to have an impact on local safety or security or impact and existing crime prevention. A CPTED has been prepared for the proposed development and is contained here as (**ATTACHMENT 10**).

#### **4.15 TOPOGRAPHY AND STORMWATER MANAGEMENT**

A Water Sensitive Design Strategy has been prepared for the development of the site and is contained here as (**ATTACHMENT 6**).

#### **4.16 FLOODING**

The subject site is partially flood prone. The proposed location of the buildings and car parking areas is not located within mapped Flood Prone Land (FPL). Flood free access also exists.

As a result a flood report is not needed.

#### **4.17 ACID SULFATE SOILS**

The subject site is mapped as being affected by Class 5 Acid Sulfate Soils. Soil disturbance controls will be implemented in accordance with the required management of Acid Sulfate Soils.

#### **4.18 MINE SUBSIDENCE**

The subject site is not identified to be located in a Mine Subsidence District.

#### **4.19 CUMULATIVE IMPACTS**

The proposed development is not considered to produce any adverse cumulative impacts in the long term of the locality.

#### **4.21 CONSULTATION**

As part of the DA consideration process it is envisaged Council will place the proposal on public exhibition and send neighbour notification letters to adjoining or adjacent properties.

## **4.22 SOCIAL AND ECONOMIC IMPACT ON THE LOCALITY**

The proposed development is not considered to produce any adverse social or economic impact on the locality. Rather the proposed development provides positive social impacts by providing additional accommodation and employment opportunities in the Coolongolook area.

## **4.23 SUITABILITY OF THE SITE AND PUBLIC INTEREST**

The proposed development is considered to be a suitable use of the site. This development is permissible under the LEP and has addressed any relevant concerns through this SoEE. The proposal is considered to be within the public interest.

## **5.0 CONCLUSION**

This SoEE has shown that the development is within the public's interest, both socially, economically and environmentally. The proposed alterations and additions to the group home is the most suitable option for the development of the site. Any relevant matters have been addressed through this SoEE.

The key reasons why the proposed development is acceptable are as follows;

- The development is permissible under the provisions of the Great Lakes LEP,
- The development is consistent with the relevant planning controls of the Great Lakes DCP,
- The development will provide additional accommodation and café facilities along the Pacific Highway.

It is considered that the proposal will have no significant impacts on the surrounding properties, nor is it likely to adversely affect their enjoyment or amenity. We look forward to Council's determination of this matter. If we can provide any further information or clarity, please don't hesitate to contact us.

## ATTACHMENT 1 – EP&A REGULATION 2000 (Schedule 1)

A development application under Schedule 1 (2) – Forms of the Environmental Planning and Assessment Regulation 2000 is to be accompanied by the following information.

No	Requirement	Response
Information to be included in development application		
1(a)	Name and address of the Applicant	This is provided on the Council DA Form and within the SoEE.
1(b)	A description of the development to be carried out	
1(c)	The address, and formal particulars of title, of the land on which the development is to be carried out	
1(d)	An indication as to whether the land is, or is part of, critical habitat	Nothing (i.e. vegetation) on the site suggests that it is critical habitat.
1(e)	An indication as to whether the development is likely to significantly affect threatened species, populations or ecological communities, or their habitats, unless the development is to be taken to be development that is not likely to have such an effect because it is a biodiversity compliant development.	
1(ea)	For biodiversity compliant development, an indication of the reason why the development is biodiversity compliant development.	
1(f)	A list of authorities from which concurrence must be obtained before the development may be lawfully carried out or from which concurrence would have been required, but for section 4.13 (2A) or 4.41	This is provided on the Council DA Form and within the SoEE. These documents identify that the development is defined as 'integrated development'.
1(f1)	In the case of an application that is accompanied by a biodiversity development assessment report, the reasonable steps taken to obtain the like-for-like biodiversity credits required to be retired under the report to offset the residual impacts on biodiversity values if different biodiversity credits are proposed to be used as offsets in accordance with the variation rules under the Biodiversity Conservation Act 2016.	An Ecological Assessment Report has been prepared for the proposed development

1(f2)	If the land is subject to a private land conservation agreement under the Biodiversity Conservation Act 2016, a description of the kind of agreement and the area to which it applies.	
1(g)	A list of any approvals of the kind referred to in section 4.46(1) of the Act that must be obtained before the development may be lawfully carried out.	The development has been identified to be defined as Integrated development.
1(g1)	In the case of State significant development, a list of any authorisations that must be provided under section 4.4 of the Act in relation to the development.	The development is not identified as State significant.
1(h)	The estimated cost of the development.	The estimated cost of the development is identified on the Council DA Form.
1(h1)	In the case of State Significant development, the capital investment value of the development.	The development is not defined as State significant.
1(i)	Evidence that the owner of the land on which the development is to be carried out consents to the application, but only if the application is made by a person other than the owner and the owner's consent is required by this Regulation.	The owners' consent is provided on the Council DA Form.
1(j)	A list of the documents accompanying the application.	A list of documents accompanying this application is provided within this Statement of Environmental Effects.
Documents to accompany development application		
2(a)	A site plan of the land	A Site Plan of the development is provided within this Statement of Environmental Effects.
2(b)	A sketch of the development	The Site Plan of the development provided within this Statement of Environmental Effects contains detailed plans of the development.
2(c)	A statement of environmental effects (in the case of development other than designated development or State significant development)	This table is an attachment to the SoEE.
2(d)	In the case of development that involves the erection of a building, an A4 plan of the building that indicates its height and external configuration, as erected, in	The Site Plan of the development provided within this Statement of Environmental Effects indicates

	relation to its site (as referred to in clause 56 of this Regulation)	building heights and configurations.
2(e)	An environmental impact statement (in the case of designated development or State significant development)	The development is not defined as designated or state significant.
2(f)	A species impact statement (in the case of land that is, or is part of, critical habitat or development that is likely to significantly affect threatened species, populations or ecological communities, or their habitats, but not if the development application is for State significant development)	An Ecological Assessment Report has been prepared for the proposed development and is included here as <b>(ATTACHMENT 4)</b>
2(g)	If the development involves any subdivision work, preliminary engineering drawings of the work to be carried out	The development does not involve any subdivision works.
2(h)	If an environmental planning instrument requires arrangements for any matter to have been made before development consent may be granted (such as arrangements for the provision of utility services), documentary evidence that such arrangements have been made.	This SoEE discusses 'essential services' and the approach taken.
2(i)	If the development involves a change of use of a building (other than a dwelling-house or a building or structure that is ancillary to a dwelling-house and other than a temporary structure):  (i) a list of the Category 1 fire safety provisions that currently apply to the existing building, and  (ii) a list of the Category 1 fire safety provisions that are to apply to the building following its change of use	The development does not involve a change of use.
2(j)	If the development involves building work to alter, expand or rebuild an existing building, a scaled plan of the existing building	The Site Plan of the development provided within this Statement of Environmental Effects contains detailed plans of the existing buildings and proposed development.
2(k)	If the land is within a wilderness area and is the subject of a wilderness protection agreement or conservation agreement within the meaning of the Wilderness Act 1987, a copy of the consent of the Minister for the Environment to the carrying out of the development	The proposed development is not located within a wilderness area.



2(k1)	In the case of development comprising mining for coal (within the meaning of section 380AA of the Mining Act 1992)—documentary evidence that the applicant holds an authority under the Mining Act 1992 in respect of coal and the land concerned or has the written consent of the holder of such an authority to make the development application.	The development does not compromise mining for coal.
2(l)	In the case of development to which clause 2A applies, such other documents as any BASIX certificate for the development requires to accompany the application.	A BASIX Certificate has not been prepared for the proposed development.
2(m)	In the case of BASIX optional development—if the development application is accompanied by a BASIX certificate or BASIX certificates (despite there being no obligation under clause 2A for it to be so accompanied), such other documents as any BASIX certificate for the development requires to accompany the application	
2(n)	<p>If the development involves the erection of a temporary structure, the following documents:</p> <ul style="list-style-type: none"> <li>(i) documentation that specifies the live and dead loads the temporary structure is designed to meet,</li> <li>(ii) a list of any proposed fire safety measures to be provided in connection with the use of the temporary structure,</li> <li>(iii) in the case of a temporary structure proposed to be used as an entertainment venue—a statement as to how the performance requirements of Part B1 and NSW Part H102 of Volume One of the Building Code of Australia are to be complied with (if an alternative solution, to meet the performance requirements, is to be used),</li> <li>(iv) documentation describing any accredited building product or system sought to be relied on for the purposes of section 4.15 (4) of the Act,</li> <li>(v) copies of any compliance certificates to be relied on</li> </ul>	The development does not involve the erection of a temporary structure.

2(o)	In the case of a development involving the use of a building as an entertainment venue or a function centre, pub, registered club or restaurant—a statement that specifies the maximum number of persons proposed to occupy, at any one time, that part of the building to which the use applies	This development will not involve a building as an entertainment venue or a function centre, pub, registered club or restaurant.
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**ATTACHMENT 2 – Site and Floor Plans**

## **ATTACHMENT 3 – Bushfire Assessment Report**

## **ATTACHMENT 4 – Ecological Assessment Report**

**ATTACHMENT 5 – Preliminary Site Investigation Report**

**ATTACHMENT 6 – Water Sensitive Design Strategy**

**ATTACHMENT 7 – Wastewater Management Report**



## **ATTACHMENT 8 – Aboriginal Cultural Heritage Assessment**

**ATTACHMENT 9 – Traffic and Parking Assessment**

**ATTACHMENT 10 – CPTED**

**ATTACHMENT 11 – Site Waste Minimisation and Management Plan**



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