

# **Preliminary Assessment Major Project - Part 3A of the Environmental Planning and Assessment Act 1979**

**Proposed Hotel  
No. 1 Scenic Drive, NOWRA**

For Nowra Holdings Pty Ltd



**DoP Ref: MP08\_0027**

**May 2008**

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# 1 Introduction

In undated correspondence received by PTW on 24 April 2008, the Department of Planning (the Department) confirmed that on 15 April 2008, the Director General, as a delegate of the Minister, formed the opinion that Nowra Holdings Pty Ltd proposal for a hotel at No. 1 Scenic Drive, Nowra constitutes a Project and that Part 3A of the Environmental Planning and Assessment Act 1979 applies. As a consequence, Nowra Holdings Pty Ltd is now able to lodge a Project Application seeking the approval of the Minister to carry out the Project.

This report has been prepared to accompany the Project Application form and represents a Preliminary Assessment of the Project. The information contained in this report is based on the information set out in the Schedule attached to the aforementioned correspondence.

# 2 Location

No. 1 Scenic Drive, Nowra is situated within the local government area of the City of Shoalhaven. The site is located adjacent to the southern bank of the Shoalhaven River, to the west of Bridge Road and approximately 1km north of the Nowra City Centre.

The site is an irregularly shaped parcel and has a triple street frontage to Scenic Drive, which runs along the northern, southern and western boundaries of the site. The site is separated from the Shoalhaven River and Bridge Road (to the east) by two Council Reserves.

The land is currently occupied by the single storey Riverhaven Motel, incorporating The Water's Edge Cafe. The site also contains dilapidated sheds at the rear of the motel. These commercial undertakings are dated and it is understood that the Water's Edge Café has not traded for some time. As a consequence, the community is missing out on an excellent opportunity for activation of this water front site, and the integration of recreation and leisure facilities/activities with the adjoining public domain areas along the river frontage.

The location of the site is considered to benefit from a number of strategic advantages including its proximity to the Nowra CBD, its potential as a 'gateway' location at the northern 'entry' to the Nowra commercial hub, its attractive setting due to the outlook and views over the Shoalhaven River, and its proximity to the 'Council Precinct' which is currently undergoing expansion, with the construction of the Shoalhaven Multipurpose Cultural and Convention Centre.

Adjoining development includes:

- Nowra Olympic Pool Complex and surrounding open space
- Council Reserves to the north and east
- Low density residential dwellings

**Figure 1** illustrates the location of the Site.



**Figure 1 - Location Plan**

## 2.1 Land the Subject of this Application

This Project Application seeks approval for the redevelopment of land at Nowra known as No. 1 Scenic Drive, as illustrated in the drawing package at **Appendix 1**. The land is legally described as being Lot 1 in DP 624434 and has an area of 6823m<sup>2</sup>.

The registered proprietors of the land are Mr Arthur Petalotis and Mr Vasilis Bakas. Nowra Holdings Pty Ltd currently holds an Option over the site.

**Figure 2** provides details of the physical configuration of the Site and **Figure 3** illustrates the site context.



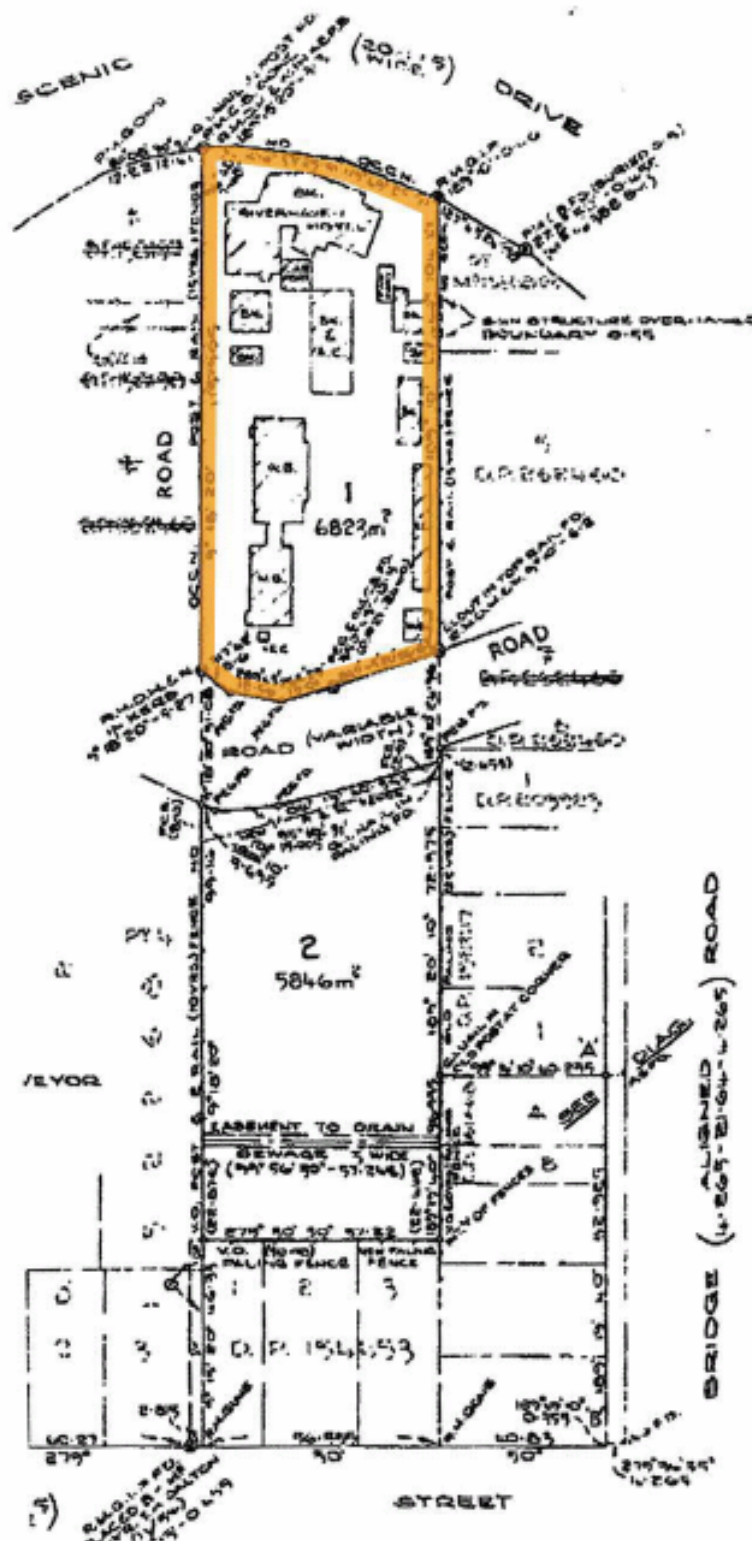


Figure 2 - Physical Configuration of the Site



**Figure 3- Site Context**

### 3 Project Description

The proposed development comprises a four (4) storey hotel building consisting of:

- Basement car park with approximately 118 parking spaces;
- At-grade parking for a further eleven (11) cars;
- ground floor comprising reception / lobby, meeting / function rooms, restaurant, bar, gymnasium and loading dock; and
- three (3) levels of hotel suites

Vehicular access to the site would be via a one-way flow, with vehicles entering from Scenic Drive on the western side of the site and exiting into Scenic Drive on the southern side of the site. A porte-cochere for guest drop-off is provided at the entrance to the hotel reception/lobby. A two-way flow driveway on the eastern side of the hotel provides access to and from the basement parking level. A separate service vehicle entry/exit is also provided on the western side of the site, just north of the main vehicular entry.

The Concept Design Drawings prepared by PTW and included at **Appendix 1** illustrates the proposed development.

At this stage, an operator for the hotel has not been secured. As the Department will appreciate, recognised hotel chain operators each have their own design requirements. It is anticipated that an operator will be secured prior to preparation of the Environmental Assessment. Minor adjustments may be necessary subject to operator specific requirements.

It is proposed that the hotel will be a 4-4.5 star standard business hotel, offering 135 guest rooms, meeting / function rooms, restaurant, bar and back-of-house facilities, set in landscaped grounds incorporating a swimming pool and outdoor dining area.

The capital investment value of the development, including the land component, is estimated to be in the range of \$30 - \$35 million.

### 4 Relevant Planning Provisions

#### 4.1 State & Regional Environmental Planning Instruments

The State & Regional Environmental Planning Instruments that are relevant to the proposed development are listed in the table below, together with a brief statement about the manner in which the Project responds to the relevant provisions of each.

Instrument / Policy / DCP etc	Response
<b>SEPP 55 – Remediation of Land</b>	<p>A preliminary investigation of the site with respect to potential contamination has not yet been undertaken. As such, it is unclear as to the site history and potential for contamination.</p> <p>Accordingly, a Preliminary Soil Investigation will need to be commissioned and the findings of this assessment incorporated into the Environmental Assessment.</p>

Instrument / Policy / DCP etc	Response
<b>SEPP 71 – Coastal Protection</b>	<p>The subject site falls within the definition (Clause 3) of a Sensitive Coastal Location as it is partially located within 100 metres above mean high water mark of the sea, a bay or an estuary.</p>
<b>SEPP – Major Projects 2005</b>	<p>Schedule 2 of the SEPP sets out specified sites to which Part 3A of the Act applies. Clause 1 of Schedule 2 sets out a range of development in Coastal Areas to which Part 3A applies.</p> <p>The proposed hotel development falls within subclause 1(f)(i) which identifies recreational or tourist facilities wholly or partly in a sensitive coastal location outside the metropolitan coastal zone that provide accommodation for any number of persons.</p> <p>The Director General, as the delegate of the Minister for Planning, has confirmed that by virtue of Clause 6 and Schedule 2 of the SEPP, the proposed hotel development is Project to which Part 3A of the <i>Environmental Planning and Assessment Act, 1979</i> applies.</p>
<b>Illawarra Regional Environmental Plan No. 1</b>	<p>Clause 107 of the REP states that in deciding whether to grant consent to a development application to carry out development on land adjacent to, or in close proximity to, a lake, lagoon, river or the coast, the consent authority shall take into consideration the need to facilitate public access to the waterfront by requiring dedication of appropriate land, for open space purposes.</p> <p>The proposed hotel will not restrict public access to the Shoalhaven River frontage, as the site is separated from the River by an existing Public Reserve.</p> <p>Clause 122 of the REP states that development of recreation and tourism facilities which can be demonstrated will result in a net inflow of money to the region and which will be environmentally acceptable should be encouraged.</p> <p>It is considered that the proposed hotel is consistent with this objective in that the proposed hotel will have both initial and ongoing economic benefits. During construction, the project will provide local employment opportunities for between 30-50 tradespeople. Post construction, the hotel will employ between 30-40 staff in a range of hospitality and related positions. In addition, the hotel itself will bring money into the region through the provisions of up-market accommodation, meeting room/conference facilities, a restaurant and bar.</p>



	<p>Clause 139 of the REP relates to high rise buildings and the need for a consent authority to obtain the concurrence of the Director General prior to granting consent to any development within the Shoalhaven subregion with a height greater than 11m.</p> <p>In deciding whether to grant concurrence to a development application, the Director General must take into consideration the following:</p> <p>(a) <i>the height, scale, bulk and density of the proposed building,</i></p> <p>Comment: The height, scale and bulk of the proposed building is suitable for this 'gateway' site and would sit comfortably within the existing landscaped setting, below the canopy of the existing trees.</p> <p>(b) <i>the external appearance and materials used on the exterior of the proposed building,</i></p> <p>Comment: A high quality design and standard of external materials and finishes is proposed.</p> <p>(c) <i>the relationship of the proposed building to the streetscape or landscape,</i></p> <p>Comment: Due to its location the proposed hotel will serve as a 'gateway' building, being visible from the northern side of the Shoalhaven River, but sitting comfortably in its context and setting.</p> <p>(d) <i>the effect of the proposed building on public amenity, including pedestrian amenity,</i></p> <p>Comment: The hotel will assist in activating the public domain between the site and the river, having a positive impact on the public amenity.</p> <p>(e) <i>the effect of the proposed building on wind patterns and wind velocity in public places,</i></p> <p>Comment: If necessary, a wind analysis will be commissioned. However, as a relatively low rise structure, it is unlikely that it will have a significant impact on wind patterns and velocities over the adjoining public spaces.</p> <p>(f) <i>the effect of the proposed building on overshadowing of public places,</i></p> <p>Comment: There is potential for morning shadows to be cast to the south west over the adjoining Nowra Olympic Pool complex. However, it is</p>
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	<p>noted that Council has resolved to prepare a draft LEP to re-classify and rezone the pool site and rezone land surrounding the pool.</p> <p><i>(g) the effect of the proposed building on views from public places,</i></p> <p>Comment: The proposed hotel will be located to the south of the public reserve along the bank of the Shoalhaven River, so that views over the river and beyond will not be compromised for users of the waterfront recreation facilities. The topography surrounding the site is such that views from the south towards the river are limited and will not be substantially diminished as a result of the proposed hotel.</p> <p><i>(h) the effect of the proposed building on any item of the environmental heritage in the vicinity, and</i></p> <p>Comment: There are no known items of environmental heritage in the vicinity of the site.</p> <p><i>(i) the effect of reflections from the exterior of the proposed building on roads, public places and buildings in the vicinity.</i></p> <p>Comment: Appropriate selection of external materials and finishes will ensure that reflectivity from the proposed building on nearby roads, the Shoalhaven River and surrounding public spaces is minimised.</p> <p>The proposed hotel will exceed 11m in height. However, the brief comments are provided in order to demonstrate how the proposed hotel will respond to the above matters for consideration. These matters will be discussed in greater detail in the Environmental Assessment.</p>
<p><b>Draft SEPP 66</b></p>	<p>The draft SEPP aims to encourage development that:</p> <ul style="list-style-type: none"> <li><i>(a) improves accessibility of housing, employment and services by walking, cycling and public transport;</i></li> <li><i>(b) reducing dependence on private cars;</i></li> <li><i>(c) provides adequate trip-end facilities for cyclists;</i></li> <li><i>(d) provides residential densities that will help achieve a viable public transport services.</i></li> </ul> <p>Clause 9 of the draft SEPP requires a consent authority to take into consideration a number of matters when assessing a development application, related to achieving the abovementioned aims.</p> <p>The proposed development is consistent with the relevant matters for consideration set out in the draft Policy, for the following reasons:</p>

	<p>(a) <i>The site is located within an established urban area with excellent access to a range of public transport options. Furthermore, the introduction of up-market hotel accommodation and therefore, short term population increases, will make a positive contribution to supporting the efficient and viable operation of public transport services in the area;</i></p> <p>(b) <i>Although subject to examination by a traffic consultant, it is not envisaged that the proposed hotel will result in any adverse traffic or transport implications;</i></p> <p>(c) <i>By its very nature, the proposed hotel provides a 'trip-end facility', such that the need for further car use will be minimised. However in addition, the desirable location of the proposed hotel provides excellent access to public open space areas that will encourage walking and public transport will be readily available so as to discourage the use of cars, once guests arrive at the hotel. Excellent opportunities are also provided for cyclists, with access to the river foreshore and surrounding road and cycle network.</i></p>
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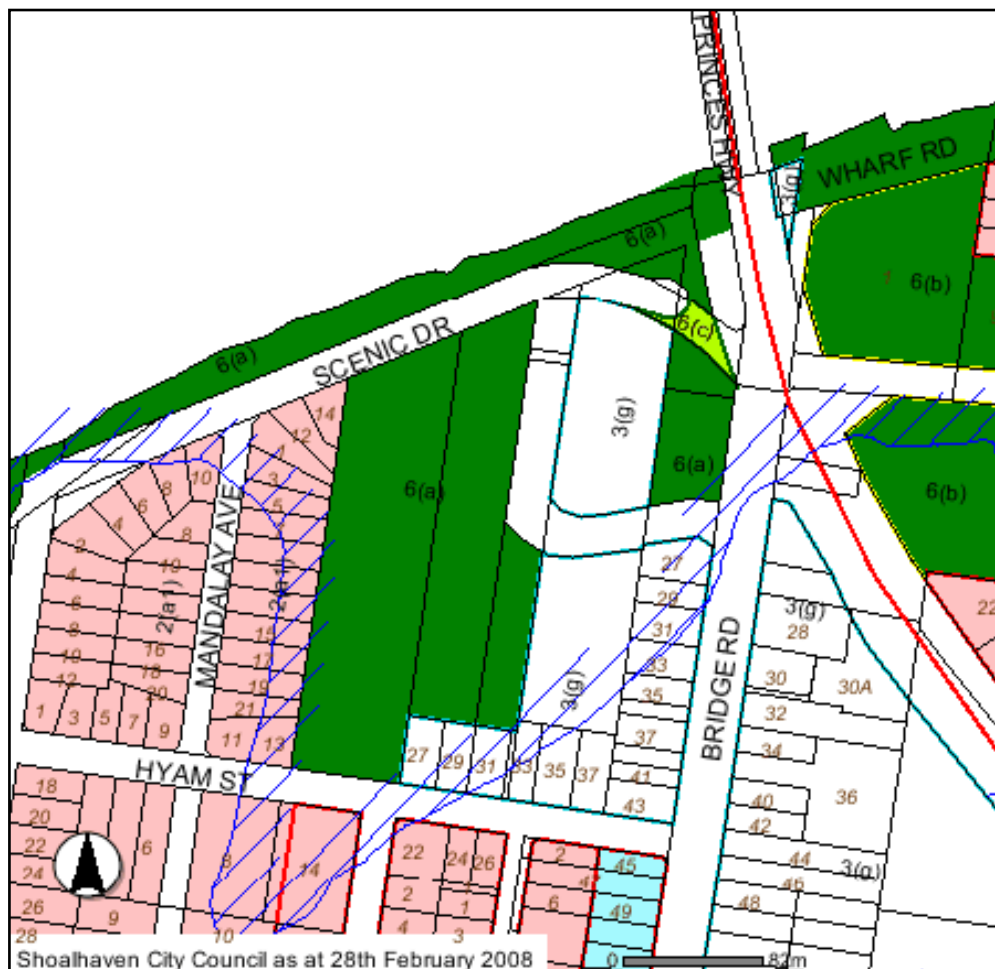
## 4.2 Local Environmental Planning Instruments, Development Control Plans and Policies

The provisions of the Local Environmental Planning Instrument and Development Control Plans that are relevant to the proposed development are described below:

### 4.2.1 Shoalhaven Local Environmental Plan 1985

The subject site is zoned 3 (g) (Business “G” (Development Area) Zone) under the provisions of SLEP 1985. The objectives of the 3(g) zone are to provide a strategic development area providing both for a variety of uses and for varying combinations of such uses including higher density residential, commercial and tourist combinations but not including ordinary retail uses that would compete with the local retail centre.

**Figure 4** below is an extract from Shoalhaven City Council's GIS Mapping, showing the zoning of the site.



**Figure 4 – Zoning Extract** (source: <http://gis.shoalhaven.nsw.gov.au/maps/viewer.htm>)

Clauses under Shoalhaven LEP 1985 relevant to the site and proposed development are discussed below:

#### **Clause 29 - Development of flood liable land**

- (1) Subject to subclause (2), the Council must not consent to the carrying out of development on land which, in its opinion, is flood liable.*
- (2) The Council may consent to the carrying out of development on flood liable land if:*
- (a) the development is for a purpose ancillary or incidental to the use of land for the purpose of agriculture, or*
  - (b) the development comprises the extension or alteration of an existing dwelling-house, or*
  - (c) the land is in any urban zone under this plan, or*
  - (d) the Council has received a flood assessment report, in relation to the land, that addresses each of the matters referred to in subclause (3), and the Council is of the opinion that the development is feasible despite the land being flood liable.*
- (3) In considering an application to which subclause (2) applies, the Council must make an assessment of:*
- (a) the likely levels, velocity, sedimentation and debris carrying effects of flooding,*
  - (b) the structural sufficiency of any building the subject of the application and its ability to withstand flooding,*
  - (c) the effect which the development, if carried out, will or is likely to have on the flow characteristics of floodwaters,*
  - (d) whether or not access to the site will be possible during a flood, and*
  - (e) the likely increased demand for assistance from emergency services during a flood.*
- (4) In granting consent to a development application made pursuant to subclause (2), the Council may impose conditions that set floor levels, require filling, structural changes or additions or require other measures to mitigate the effects of flooding or assist in emergency situations.*

The entire site is identified as being flood liable land under Shoalhaven LEP 1985. The site is located in an urban zone under the LEP. Therefore, in considering whether or not to grant consent to any development on the site, an assessment of the likely flooding impacts must be made against the matters outlined in Clause 29(3).

#### **Clause 33 – Height of Buildings**

*A building must not be erected to a height greater than 2 storeys, including any parking space, above natural ground level, without the consent of the Council.*

The proposed hotel will have a height of greater than 2 storeys above natural ground level. As such, if an application were made under Part 4 of the EP&A Act, the consent of Council would be required.



#### **4.2.2 Development Control Plan No. 18 – Car Parking Code**

Under DCP 18, parking rates for hotel rooms are not specifically identified. Notwithstanding, under the category of tourist accommodation, the DCP specifies a rate of one (1) space per room and one (1) space per employee and/or manger.

For Restaurants/Conference and Reception Centres used in conjunction with Tourist Accommodation, the DCP requires parking provision as per Council's requirements for Refreshment Rooms/Reception Centres, although consideration will be given for off-setting car parking spaces where it is likely that patrons of the tourist accommodation will use the Refreshment Room/ Conference/Reception Facility on the following basis -

- *within urban areas - 25% reduction on parking required for the Refreshment Room/Conference/ Reception Facility*
- *outside urban areas - 50% reduction on parking required for the refreshment room.*

The DCP goes on to state that where a restaurant is used by patrons of the tourist development only and is not open to the public the assessment for the restaurant component will be on the basis of the subtraction of the restaurant requirement (as required for a refreshment room under the Code) from the general rate for the tourist establishment.

Notwithstanding the above, it is noted that in certain instances, the DCP makes provision for car parking requirements to be determined by Council, following the completion and submission of a parking impact and needs study by an independent suitably qualified professional.

As DCP 18 does not specifically contemplate parking requirements for hotels, the approach to be adopted will be to provide a traffic and parking assessment to justify that the proposed parking provision will satisfy the likely parking demand.

#### **4.2.3 Development Control Plan No. 93 – Controls for Waste Minimisation and Management**

This DCP seeks to encourage the effective and responsible management of construction site waste. The DCP requires the submission of a Waste Minimisation and Management Plan with development applications, detailing the manner in which demolition and/or construction waste is to be sorted, recycled, re-used or disposed of during the construction process.

#### **4.2.4 Planning Statement – 3(g) Area**

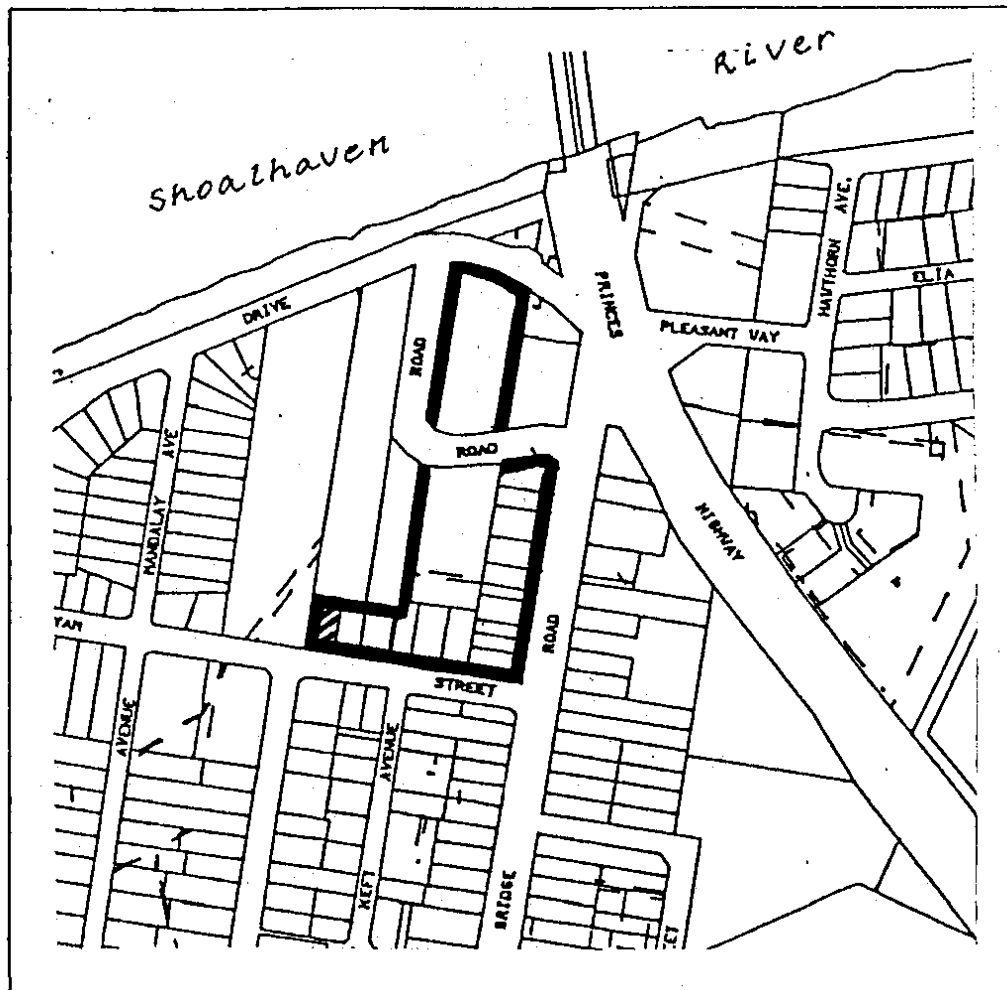
Shoalhaven City Council has adopted a number of Planning Statements applying to various locations within the 3(g) (Business 'G')(Development Area) zone.

The subject site forms part of the Nowra – Bridge Road/Hyam Street location, as illustrated in **Figure 5**.

This Planning Statement was adopted by Council in 1993. The aim of the Statement was to reflect Council's objectives for the location and steer development towards certain objectives. However, the Statement contains a Caveat that indicates that Council's objectives for the area are given as a guide only and could change following more detailed evaluation and submissions from the public.

The objective for the Bridge Road/Hyam Street location is *to reinforce tourist/convention facilities close to the river and the town centre.*

The proposed hotel is consistent with this objective, as it proposes to provide tourist accommodation close to the river and the town centre.



**Figure 5 – Nowra - Bridge Road/Hyam Street location**

The development guidelines outlined in the Statement are as follows:

- *Motel and convention facilities*
- *Amalgamation of lots would allow greater flexibility in design, particularly along Bridge Road.*
- *Other uses such as professional business (offices) would also be allowed.*
- *Building in flood prone areas will require a full assessment of flood characteristics and incorporate measures to overcome flood problems.*
- *Vehicular access points to Bridge Road should be minimised.*
- *Development should not affect the major tree planting in Bridge Road.*
- *The above mentioned uses are a guide only and Council will consider any developments which meet the objectives on merit.*

## 4.3 Draft Environmental Planning Instruments

### 4.3.1 Draft Local Environmental Plan No. LP397

The subject site is located opposite the Nowra Olympic Pool Complex, which is on the western side of Scenic Drive. The Pool Complex is currently zoned 6(a) (Open Space - Recreation "A" (Existing) Zone and is classified as "community" land.

On 30 October 2007, Council resolved as follows:

*"Prepare a draft LEP amendment, in accordance with the provisions of the Local Government Act 1993 and the Environmental Planning and Assessment Act 1979, to reclassify to "operational" the land described as: Lot 5 DP262460, Lot C DP158196, Lot 1 DP738519, Lot 1 DP738518, Nowra Pool Site, Lot 28 DP36447 for the purpose of activating the riverfront precinct and facilitating development to provide a commercial/residential anchor point with links to the CBD."*

Following this resolution, Council prepared draft Local Environmental Plan No. LP397. However, following submission of the Section 54 Notification to the Department of Planning, the Department advised that, while the draft LEP was supported in-principle, given that it would facilitate redevelopment of this important gateway precinct in Nowra, the reclassification of the land could not be done as a stand alone amendment. The Department requested that Council consider both the reclassification and rezoning of the land in a single plan, incorporating any other zoning changes proposed for the precinct.

On 26 February 2008, Council resolved:

*That as part of draft LEP No. LP 397 Council resolve to rezone the land bounded by Bridge Road, Mandalay Avenue, Scenic Drive and Hyam Street, Nowra to facilitate mixed use development.*

It is understood that the amended Section 54 Notification was forwarded to the Department on 13 March 2008. However, at the time of preparation of this report, Council was still awaiting a response from the Department.

As a consequence of Council's resolution of 26 February 2008, the subject site became part of the area to which the draft LEP relates. While it is unlikely that the existing 3(g) zoning would change under the draft LEP, it may have implications for the proposed hotel development. It is considered that these implications would be of an essentially positive nature. However, Council may seek to incorporate development controls such as land use mix, floor space ratio, building heights and/or envelopes etc pertaining to the subject site into the draft LEP.

## 5 Consultation

A number of discussions in relation to the proposed development have been held with staff from the Department of Planning. The most recent meeting was held on 21 February 2008, when the proponents met with Heather Warton & David Mutton (DoP Sydney) & Mark Parker (DoP Wollongong).

Prior to approaching the Department, consultation had also been undertaken with staff from Shoalhaven City Council, who verbally indicated 'in-principle' support for the proposal. Council has been kept informed on the progress of the development proposal.

## 6 Other Relevant Studies

### 6.1 Nowra Bomaderry Structure Plan

The Nowra Bomaderry Structure Plan was adopted by Shoalhaven City Council on 24 October 2006 and 25 September 2007 and was endorsed by the Department of Planning on 28 February 2008.

The Structure Plan comprises two parts: the Background Report & the Strategic Direction. The Preface to the Structure Plan describes the roles of the two parts as follows:

*"The Background Report provides the rationale and technical support to the Strategic Direction. The Background Report provides an analysis of the Nowra Bomaderry settlement system within its landscape setting. It looks at the key components that make Nowra Bomaderry what it is today and identifies the motivators and trends that will, to varying degrees, influence its future transformation. The Strategic Direction and Background Report, together, will set Nowra Bomaderry's development-conservation agenda for the next 20-30 years."*

The Nowra Bomaderry Structure Plan follows on from the Nowra Bomaderry Concept Plan and examines the implications of the on-going growth of the Nowra Bomaderry area and its long term role as a regional provider. The Plan outlines a strategy for balancing these growth needs against the need to conserve the significant environmental attributes of the area.

The Structure Plan identifies three (3) prime goals as the basis for the development-conservation of Nowra Bomaderry, these being **sustainable living**, **economic vitality** and **community wellbeing**.

Tourism & tourist accommodation are not specifically identified as an integral component of the urban structure. However, of particular relevance to the proposed hotel, on page B177 of the Background Report, it is noted that Nowra Bomaderry's strengths are founded on the its attractive setting astride the Shoalhaven River and that two (2) of the key opportunities arising from this setting include provision of a corporate hotel / convention centre and enhancing the interface between the 'town' and the river.

## **6.2 South Coast Regional Strategy 2006-31**

The South Coast Regional Strategy was released in January 2007 and is designed to guide sustainable growth throughout the South Coast Region over the next 25 years. The Regional Strategy applies to the local government areas of Shoalhaven, Eurobodalla and Bega Valley, and is one of a number of regional strategies prepared by the Department of Planning.

Nowra Bomaderry is identified under the Strategy as one of the region's two major regional centres. As a regional centre, Nowra-Bomaderry will have an increasingly important role as a residential, employment and administrative centre.

The primary purpose of the South Coast Regional Strategy is to ensure that adequate land is available and appropriately located to accommodate the projected housing and employment needs of the Region's population over the next 25 years. However, the Strategy also makes provisions to ensure the supply of sufficient new urban and employment lands to meet expected demands for growth.

With respect to economic development, employment growth and tourism, the Strategy includes a mandate that Local Environmental Plans will ensure that appropriate land will be made available to provide for a range of tourism experiences and forms of tourist accommodation.

The Strategy will be reviewed every five (5) years.

## **6.3 Shoalhaven Tourism Master Plan**

The Shoalhaven Tourism Master Plan was adopted by Council on 24 April 2007, having been prepared in response to a decline in domestic tourism to the region, and is aimed at setting a strategy for ensuring a resurgence in tourism to the Shoalhaven over the next five (5) years.

Similar to other documents, the Tourism Master Plan identifies the need for a 4-4.5 star corporate hotel that incorporates purpose built meeting rooms, as well as restaurant and bar facilities.

In addition, the Master Plan draws on the conclusions of a Demand Study for Upmarket Visitor Accommodation in Shoalhaven City, commissioned by Shoalhaven City Council in 2002 and identifies the need for a Conference Hotel, as well as for purpose built meeting facilities that would cater for the local corporate market servicing small meetings of less than 30 delegates, as well as meetings up to 100 delegates.

## **6.4 Concluding Comment**

The documents described above confirm that there is an identified need for a corporate hotel such as the one proposed under this application, within the Nowra regional centre.

This view is also supported in a report prepared by Dain and Simpson and Associates. Their research highlighted a demand for up-market hotel accommodation in Nowra, based on discussions with local tourist bodies, booking service operators, Tourism NSW, the Illawarra Tourism organisation and local accommodation operators.



## **7 Key Issues**

### **7.1 Building Design**

The drawing package prepared by PTW provides an indicative internal layout and external appearance for the proposed hotel. However, it is noted that there is potential for the actual building design to alter as a result of specific requirements once an operator for the hotel is secured.

### **7.2 Flooding**

Shoalhaven City Council has identified the entire site as being flood prone land. At this stage, no preliminary flood studies or analysis have been carried out. However, it is anticipated that a flood study will need to be carried out in order to inform the Environmental Assessment.

The proponent, together with specialist consultants, will work closely with Council's engineers to ensure that appropriate flood management measures are developed and implemented.

### **7.3 Traffic and Access**

The site is currently accessed from Scenic Drive via Bridge Road, which connects with the Princes Highway to the east of the site. The intersection of the Princes Highway and Bridge Road is a signalised intersection, with a dedicated 'right-turn' lane for southbound traffic. Bridge Road is the main northern vehicular thoroughfare to the Council 'Civic' Precinct and Nowra CBD. As such, this intersection is generally heavily trafficked. Scenic Drive intersects with Bridge Road some 70m from the intersection with the Princes Highway.

An assessment of the traffic implications of the proposed hotel on the existing road network and surrounding locality will need to be undertaken, in order to inform the Environmental Assessment.

Notwithstanding, it is considered that appropriate traffic management measures could be developed and implemented to ensure that any adverse traffic impacts identified in a traffic study, were addressed. This may include the need for road upgrades/intersection improvements and/ or Traffic Management Plans.

### **7.4 Acid Sulphate Soils**

The site is identified by Shoalhaven City Council as being affected by Acid Sulphate Soils (ASS). However, reference to Council's GIS mapping indicates that the site is located within an area of low probability for disturbance of ASS, with potential ASS being located greater than 3m below ground level.

Notwithstanding, the proposal to provide a basement level of parking beneath the hotel would increase the likelihood of disturbance to ASS. Therefore, the issue of ASS will need to be addressed in the Environmental Assessment and if necessary, an Acid Sulphate Soil Management Plan will need to be prepared in accordance with the Acid Sulphate Soils Manual.

## **7.5 Geotechnical Investigations**

At this stage, preliminary geotechnical investigations have not been undertaken. However, it is considered that such investigations will be necessary in order to ascertain whether there may be geotechnical constraints to the required excavations for the basement and foundations for the proposed hotel. A Geotechnical Report will be commissioned and will accompany the Environmental Assessment.

## **7.6 Contamination**

In order to assist the consent authority to fulfil the statutory obligations under SEPP 55, a Preliminary Soil Investigation will need to be prepared. This report will need to provide a history of the site and indicate whether or not the site is likely to be contaminated and whether remediation of the site would be necessary in order for the site to be suitable for the proposed use.

A copy of the Preliminary Soil Investigation report will accompany the Environmental Assessment.

## **7.7 Drainage and Stormwater Management**

In conjunction with the flooding implications associated with the sites location, appropriate infrastructure and stormwater management strategies will need to be developed in order to effectively manage stormwater drainage so that there are no adverse impacts to adjoining or downstream properties.

The proponent will work closely with Council's engineers to ensure that appropriate stormwater management measures are developed and implemented.

## **8 Conclusion**

This Preliminary Assessment has been prepared to accompany a Project Application for a proposed hotel at No. 1 Scenic Drive, Nowra, on the NSW South Coast, following the Minister for Planning's declaration that the proposal constitutes a Project to which Part 3A of the *Environmental Planning and Assessment Act 1979* applies.

This Preliminary Assessment provides the information required under the Schedule for lodgement of a Project Application, describing the proposed development, providing a review of the relevant State, Regional & Local planning controls and identifying key issues pertaining to the site and the proposed development.

Based on the findings of this Preliminary Assessment it is considered that the proposed development is justified in the context of social, economic and environmental considerations relating to the site. Accordingly, it is requested that the Director General's Requirements be provided to confirm the scope of further investigations and reports and facilitate the preparation and submission of an Environmental Assessment for the proposed hotel.