

Department of Planning

Illawarra Regional Business Park Project Approval (MP No. 06_0272), approved on 2 January 2009 by the Minister, in accordance with the Environmental Planning & Assessment Act 1979, subject to conditions of approval.

11

ILLAWARRA REGIONAL BUSINESS PARK SUPPLEMENTARY PREFERRED PROJECT REPORT

ILLAWARRA REGIONAL BUSINESS PARK

Prepared for Delmo Albion Park Pty Ltd

. .

ILLAWARRA REGIONAL BUSINESS PARK

SUPPLEMENTARY PREFERRED PROJECT REPORT AND STATEMENT OF COMMITMENTS

MARCH 2008

Julius Bokor Architect Pty Ltd 1/88 Foveaux Street Surry Hills 2010 ABN 64 003 224 619



- 1 INTRODUCTION
- 1.1 Background
- 1.2 Purpose of this Report
- 1.3 Contents of this Report

2 AMENDMENTS TO THE CONCEPT PLAN

- 2.1 Introduction
- 2.2 Relationship of the Site to the Illawarra Regional Airport
- 2.3 Riparian Buffer Area
- 2.4 Changes to the Concept Plan
- 2.5 Landscape
- 2.6 Traffic and Transport
- 2.7 Schedule 3 Amendment
- 2.8 Design Guidelines
- 2.9 Flooding
- 3 REVISED STATEMENT OF COMMITMENTS
- 3.1 General
- 3.2 The Project
- 3.3 Statutory Requirements
- 3.4 Consultation
- 3.5 General Project Design Requirements
- 3.6 s 94 Matters

Appendices

- 1. Proposed Schedule 3 Amendment
- 2. Proposed Design Guidelines

Volume 2 Plans



1.1 Background

In July 2007, a Study in Support of State Significant Site (SSS) and Concept Plan Environmental Assessment Report (EAR) were submitted to the Department of Planning under Part 3A of the Environmental Planning and Assessment Act for the development of the Illawarra Regional Business Park at Albion Park.

The documents were publicly exhibited and submissions were received on the proposal. A summary of these were provided to the proponent. Section 75 (6) of the Environmental Planning and Assessment Act provides as follows:

(6) The Director-General may require the proponent to submit to the Director-General:

(a) a response to the issues raised in those submissions, and

 $\dot{(b)}$ a preferred project report that outlines any proposed changes to the project to minimise its environmental impact, and

(c) any revised statement of commitments

In December 2007 a report containing the response of Delmo Albion Park Pty Ltd to the issues raised and outlining the proposed changes to the project as a result of the examination of the submissions was submitted to the Department of Planning. In relation to certain matters, additional information was provided which it was considered resolved the issues identified. Where necessary, changes to the project were proposed.

However, both Shellharbour Council and the Department of Planning considered that there were still outstanding issues and these have now been addressed. As a result, a supplement to the Preferred Project Report has now been prepared together with revised plans for the proposed development.

1.2 Purpose of this Report

This report accompanies the revised plans for the project and summarises the main changes to the proposal and the Concept Plan from that set out in the Preferred Project Report. It also includes a complete revised set of plans and a revised Statement of Commitments for the project.



2.1 Introduction

The Preferred Project Report was submitted to the Department of Planning in December 2007 and was made available to Shellharbour Council. Both Council and the Department of Planning raised issues that they considered still required additional discussion and these matters were dealt with. The outcome was that further adjustments were required to the proposed Schedule 3 Amendment and to the proposed Concept Plan. These are explained below and are reflected in the accompanying A3 Plans to this SPPR.

2.2 Relationship of the Site to the Illawarra Regional Airport

Council advised that the future of the Illawarra Regional Airport was receiving detailed attention and that a study brief is currently being prepared to progress planning requirements for the preparation of a new development strategy for the airport. Council was of the opinion that there was a need to ensure that future development on the Delmo site should not prevent the future upgrade of the runway to a Code 3C category. As a result Council requested that there be a restriction on development on a 14m wide strip along the easter m boundary of the Delmo site where it adjoins the airport boundary. As a result of this request this 14m strip has been provided. It is proposed that this strip be removed from the IN2 proposed zoning and be zoned SP2 Infrastructure (Airport). The strip has also been removed from the subdivided lots in the subdivision plan and from the Concept Plan development area. The strip is shown as grassland and will form a separate lot in the subdivision.

The Council further requested that building height restrictions be implemented in the plan to meet the Obstacle Limitation Surface for a Code 3 runway. As a result the following clause has been included in the proposed Schedule 3 Amendment:

(1) The height of a building on land, within the Illawarra Regional Business Park, is not to exceed:

(a) the height indicated on the plan regarding Airport height limitations certified by the Director General as applying to this Part, unless:

(i) the consent authority is satisfied that the proposal is acceptable in relation to building height and

(ii) where a proposal does not comply with that plan, the Civil Aviation Safety Authority has been given notice of the proposal and any comments made by it to the consent authority within 28 days of its being notified have been taken into consideration by the consent authority

(b) the heights shown in the Height of Buildings Map,

whichever is the lesser.



AMENDMENTS TO THE CONCEPT PLAN

12 Des Contraction

2.3 Riparian Buffer Area

The original proposed Concept Plan proposed a 25m Riparian Buffer around the SEPP 14 Wetland on the site and along the creeks. It was proposed that the edge of the ground truthed wetland would form the boundary between the Business Park and the Environmental Conservation Zone and that in this area the 25m Buffer would fall within the Business Park. The Department of Planning has requested that the boundary of the Environmental Conservation Zone be moved to include 10m of the Riparian Buffer around the SEPP14 wetland. Further it was decided to include a 15m setback provision in the Schedule 3 Amendment to control use in the remainder of the buffer area in this location. The following clause has been included:

17. Development on land adjoining SEPP 14 Wetland

(1) This clause applies to land marked with a broken black line on the Zoning Map.
(2) Notwithstanding any other provision of this Part, the only development which is permitted with consent is development for the purpose of earthworks and fill to establish a batter to the height of adjoining lands and environmental protection works

The Riparian Buffer will still remain in the Concept Plan and the restrictions on land titles in relation to this area will also remain.

2.4 Changes to the Concept Plan

As a result of the above changes the Concept Plan has been modified and the number of lots has been reduced. The following changes have been made:

- Although the entry point to the site remains the same the lots adjacent to the entry have had no uses specified as this will depend on applicable height limits at the time
- The alignment of the road reserve has changed and as a result the road has shifted ap
 proximately 20m to the west. The lots adjacent to the airport are now larger and the
 proposed buildings will be closer to the road.
- The number of lots has been reduced as has the developable area and a new subdivision plan has been prepared.

The areas are now as follows:

Total Site Area74.02 hectaresArea Zoned IN245.09 hectaresArea Zoned Environmental Conservation22.65 hectaresArea Zoned Infrastructure (Airport)1.20 hectaresNumber of Lots 601.20 hectares

2.5 Landscape

There have been some minor changes to the landscape plan with the street trees at the entrance changed from jacarandas to crepe myrtle because of the new height restrictions.

2.6 Traffic and Transport

Discussions are still ongoing with the Roads and Traffic Authority in relation to the improvements to the intersections around the site. However, it has been agreed that these are matters that can be dealt with at the project application stage and a commitment has been included in the Statement of Commitments to commit to these on going negotiations.

8

2.7 Schedule 3 Amendment

The Schedule 3 Amendment has been simplified and redrafted to include the above changes and a copy is included in Appendix 1 to this SPPR. It is expected that this will be further refined by the Department of Planning.

2.8 Design Guidelines

The Design Guidelines have been redrafted to reflect the proposed changes to the Concept Plan. Further, a commitment has been included to further refine these guidelines once the final terms of the approval of the Concept Plan are known.

2.9 Flooding and Levels

The Department of Planning has had an independent assessment of the flooding studies and proposals carried out and as a result there have been some minor changes to the plans to reflect matters as discussed in this assessment. There have also been minor changes to the proposed levels on the site and these are shown on the revised plans.



3.1 General

This section provides a revised Statement of Commitments which details the measures proposed by Delmo Albion Park Pty Ltd (the Proponent) for environmental mitigation and management of the proposed project. The list is based on the original Statement of Commitments, which was included in the July 2007 EAR, the Statement included in the December 2007 Preferred Project Report and includes some additional commitments as a result of the further examination of the proposals.

The Statement of Commitments identifies those matters which will be dealt with in the next stages of the proposed project in order to minimise impacts on the environment. These matters arise from the detailed analysis of the project proposals and submissions made on them which has been carried out and documented in the original July 2007 reports, this Preferred Project Report, this supplement and the accompanying additional expert reports.

If approval is granted under Part 3A of the Environmental Planning and Assessment Act 1979 the Proponent will commit to the following controls for the submission of subsequent applications, construction and operation of the proposed project.

3.2 The Project

The proponent will undertake subsequent stages of the proposed project generally in accordance with:

- The Environmental Assessment Report dated July 2007 prepared by Julius Bokor Architect Pty Ltd (EAR)
- All supporting technical reports included in the Appendices to the above report
- The concept plans dated May 2007 prepared by Julius Bokor Architect Pty Ltd and Costin Roe Engineers, as amended by
- The Preferred Project Report and Plans dated November 2007 prepared by Julius Bokor Architect Pty Ltd and Costin Roe Engineers (PPR) and the Supplementary Preferred Project Report and plans dated March 2008 prepared by Julius Bokor Architect Pty Ltd and Costin Roe Engineers (SPPR)
- This Statement of Commitments

If there is any inconsistency between the conditions of this draft Statement of Commitments and a document listed above, the conditions of this draft Statement of Commitments shall prevail to the extent of any inconsistency.

3.3 Statutory Requirements

- All approvals, licences and permits required by legislation will be obtained from the relevant Government Authorities and kept current as required
- The proponent will generally comply with the planning controls as gazetted in Schedule 3 to SEPP Major Projects which relate to the site



REVISED STATEMENT OF COMMITMENTS

a hard a star

3.4 Consultation

- The community consultation programme prepared by Sarah Taylor will be implemented prior to the commencement of construction of the proposed project
- Consultation will continue throughout the project process with Shellharbour Council and relevant Government Departments as necessary

3.5 General Project Design Requirements

- The design philosophy of the project shall be within the parameters as set out in the Design Guidelines and Controls in Appendix 2 of this SPPR. These will be updated once the final terms of the approval of the Concept Plan are known.
- Architectural input will be continued in the project for the building proposals for the site to ensure that high standards of design excellence are achieved
- It will be an objective of the design process to provide a safe and secure environment within the project

3.5.1 Subdivision

- A project application under Part 3A of the EPA Act will be submitted for the subdivision of the site and associated works including cut and fill, road construction and rehabilitation
- All public roads on the site will be designed in consultation with the Shellharbour Council engineering staff
- The site will be subdivided as set out in the subdivision plan
- Restrictions will be placed on the relevant land titles of the new lots within the Business Park to ensure the protection of the Riparian Buffer areas, the paper bark forest, the northern wetland and the three fig trees within the Business Park

3.5.2 Flood Prevention

 All measures in relation to flood prevention as set out in the Flood Modelling Reports contained in the EAR and the PPR will be implemented as part of the initial stage of the proposed project.

3.5.3 Geotechnical

- Prior to the submission of a project application for the subdivision of the site a detailed study will be carried out into suitable fill to be used on the site
- Prior to the commencement of any works on the site a geotechnical investigation will be carried out to confirm the ground conditions, determine suitable founding mediums and to allow design of appropriate foundations for the proposed development.

3.5.4 Contamination

- A Stage 2 Environmental Site Assessment, complying with EPA Guidelines, will be conducted on the site as recommended in the Stage 1 Environmental Site Assessment contained in Appendix 9 of the EAR before any work commences on the site
- Based on the results of the Stage 2 Assessment, and as required, remediation and validation of any contamination at the site will be undertaken
- A hazardous materials audit will be carried out of all buildings and hazardous materials on the site identified as likely to be disturbed in any future demolition works before any work commences on the site
- Demolition works will be conducted in accordance with the relevant Australian Standards and Worksafe Codes of Practice

3.5.5 Water Cycle Management

All development in the Business Park is to comply with the requirements of the Water Cycle Management Plan prepared by Costin Roe Engineers and contained in Appendix 2 of the SPPR

CAN THE WAY

3.5.6 Environmental Management

- Prior to the submission of the project application for the subdivision of the site the Vegetation Management Plan prepared by Whelans Insites and contained in Appendix 6 of the EAR will be reviewed and updated as set out in the PPR
- Land within the Environmental Conservation Zone on the site will be rehabilitated and improved in accordance with the updated Vegetation Management Plan prior to the commencement of construction in the adjacent Business Park
- Prior to the submission of a project application for the subdivision of the site a detailed study will be carried out in relation to the realignment of Frazer's Creek
- An ongoing programme for the monitoring of the water quality in the SEPP14 wetland on the site will be developed in consultation with Shellharbour Council prior to the commencement of building on the site
- The future ownership and management of the land within the Environmental Management Zone on the site will be as set out in the Proposed Agreement In Relation to the Environmental Management Area prepared by Landerers Solicitors and included in Appendix 7 to the EAR and Appendix 9 of the PPR

3.5.7 Acoustics

The issue of truck noise in relation to residential properties will be further investigated as the development planning proceeds and measures will be taken to ameliorate any adverse impacts if necessary, as set out in the Acoustic Report contained in Appendix 18 of the EAR.

3.5.8 Landscaping

• Landscaping within the Illawarra Regional Business Park will be carried out in accordance with the Landscape Management Plan prepared by James Pfeiffer Landscape Architects Pty Ltd and included in A3 Plans accompanying this SPPR.

3.5.9 Traffic and Access

- The proponent will provide a signalised intersection at the access point to the site from Tongarra Road as set out in the Traffic Study in Appendix 18 of the EAR or as modified as a result of discussions with the Roads and Traffic Authority. The proponent will continue liaison with the RTA in relation to any proposed upgrade of intersections at Tongarra Rd /Station Rd and Tongarra Rd / Croome Rd intersections. The detail design of a particular intersection treatment will be dealt with at DA stage and prepared in consultation with Council and community. The proponent will contribute towards intersection improvements an amount based on the detail design and community consultation to be undertaken at the project application stage.
- All parking proposals and the design of parking areas on the site will comply with the Design Guidelines and Controls in Appendix 2 to this SPPR or Shellharbour Council Planning Controls
- The proponent will continue liaison with the RTA in relation to any proposed upgrade of the intersection of the Illawarra Highway and the Princes Highway
- The proponent will continue liaison with the RTA in relation to the construction of a road within the land zoned 9 Road Reserve on the site
- The proponent will continue liaison with the operators of bus services in the area in relation to the provision of bus services to the site and to Albion park Rail station

REVISED STATEMENT OF COMMITMENTS

a hall an

A transport access guide will be prepared during the detailed design of the development for the site

3.5.10 Construction and Site Security

- Prior to the commencement of any works on the site an overall Construction Management Plan will be prepared covering the following:
 - Traffic access to the site during construction
 - Demolition of existing buildings on the site and a programme for the recycling of materials from them
 - Plan for the disposal of waste from the site
 - Plan for the carrying out of filling on the site including the source of the fill
 - Plans for the protection of the vegetation on the site and the wetland areas on the site during the above works
 - An acoustic and vibration management plan

To prevent the unauthorised entry of people into the construction site and prevent damage to the environment, security for the construction site(s) will include:

- Lockable security gates
- A security fence around the perimeter
- security lighting within the site
- controlled access to the site

3.5.11 Operation of the Illawarra Regional Airport

The proponent will continue to liaise with the Illawarra Regional Airport and measures will be taken as necessary to avoid conflicts between the operation of the Business Park and the adjacent Illawarra Regional Airport in accordance with the airport's classification

3.5.12 Heritage

- A watching brief will be maintained during excavation and filling of the site for any Aboriginal relics or signs of items of cultural heritage
- The procedures to be adopted should any Aboriginal relics or items of cultural significance be discovered shall be approved by local Aboriginal Land Councils or relevant authorities prior to the commencement of excavation or filling on the site
- The site of the former homestead adjacent to the three fig trees on the Business Park will be investigated in relation to its heritage significance and appropriate steps taken to protect or record any significant items found on the site. An interpretation plan will be prepared for this site
- An attempt will be made to move the house known as Marks Villa to the site containing the fig trees although it cannot be guaranteed that this will be successful

3.6 s 94 Matters

The developers of the individual lots within the Business Park will be required to pay s94 contribution rates for this precinct for commercial or industrial development as set out in Shellharbour Council s94 Plan of \$231.80 per office or industrial unit

.]

APPENDIX 1

Revised Planning Controls Schedule Amendment

..>

Annexure A

المراجعة المراجعة

Amendment to Schedule 3 of State Environmental Planning Policy (Major Projects) 2005

Part X Albion Park Airport Business Park

Division 1 Preliminary

1. Land to which Part applies

(1) This Part applies to land shown edged heavy black on Map x to this Schedule referred to in this Schedule as the **Albion Park Airport Business Park**.

- (2) The aims of this Part are:
 - a. to establish appropriate zoning and other development controls in relation to the land which the policy applies;
 - b. to establish whether the development is carried out under an approval under Part 3A of the Environmental Planning & Assessment Act 1979 or a development consent under Part 4 of the Act; and
 - c. to provide for the redevelopment of the Albion Park Airport Business Park in a manner consistent with the principles in the Illawarra regional Strategy.

2. Interpretation

(1) This Part adopts the definitions in the Standard Instrument Principal Local Environmental Plan.

(2) Notes in this Part are provided for guidance and do not form part of the Part.

3. Relationship with other environmental planning instruments

(1)The following environmental planning instruments (or provision) do not apply to the land to which this Part applies:

a. Shellharbour Rural LEP 1994

(2) Each environmental planning instrument specified in Schedule 1 is amended as set out in that Schedule.

(3) In the event of an inconsistency between this Part and a deemed environmental planning instrument that applies to the land to which this Part applies, this Part prevails to the extent of the inconsistency.

4. Maps

(1) A reference in this Part to a named map adopted by this Part is a reference to a map by that name:

- a. approved by the Minister when the map is adopted, and
- b. as amended from time to time by maps declared by environmental planning instruments to amend that map, and approved by the Minister when the maps are made.

(2) Any 2 or more named maps may be combined into a single map. In that case, a reference in this Part to any such named map is a reference to the relevant part or aspect of the single map.

(3) Any such maps are to be kept and made available for public access in accordance with arrangements approved by the Minister.

5. Consent Authority

For the purposes of this Part, the consent authority for development of land which this Part applies is Shellharbour Council, unless the development is described in Schedule 1 or Schedule 2 of the Major Projects SEPP 2005 and is declared to be a project to which Part 3A of the Act applies.

Note: The approval of the Minister may also be required for the carrying out of development referred to in Part 3A of the Act (Major Infrastructure and other projects)

Division 2 Permitted or Prohibited Development

6. Land Use Zones

- (1) The land use zones under this Part are as follows:
 - Zone IN2 Light Industrial
 - Zone E2 Environmental Conservation

Zone SP2 Infrastructure (Airport)

- (2) For the purposes of this Part, land is within the zones shown on the Land Zoning Map.
 - 1. The table at the end of this clause specifies for each zone:
 - a. the objectives for development, and
 - b. development that may be carried out without consent, and
 - c. development that may be carried out only with consent, and
 - d. development that is prohibited.

(3) The consent authority must have regard to the objectives for development in a zone when determining a development application in respect of land within the zone.

- (4) In the Table at the end of this clause:
 - e. a reference to a type of building or other things is a reference to development for the purposes of that type of building or other thing, and
 - f. a reference to a type of building or other thing does not include (despite any definition in this Part) a reference to a type of building or other thing referred to separately in the Table in relation to the same zone.
- (5) This clause is subject to the other provisions of this Part.

7. IN2 Light Industrial

(1) Objectives of zone

(a) To provide a wide range of light industrial, warehouse and related land uses.

(b) To encourage employment opportunities and to support the viability of centres.

(c) To minimize any adverse effect of industry on other land uses.

(d) To enable other land uses that provides facilities or services to meet the day to day needs of workers in the area.

(e) To enable retail, business and office uses associated with another use in the zone.

- (2) Permitted without consent
- Nil
- (3) Permitted with consent

Airports; bulky goods premises (when associated with a light industrial use, depot, warehouse or distribution centre); business premises (when associated with a light industrial use, depot warehouses or distribution centres, where the gross floor area for business premises does not exceed 50% of the overall gross floor area); child care centres; community facilities; depots; educational establishments; electricity generating works, environmental facilities; environmental protection works; fills; flood

mitigation works; freight transport facilities; helipads; heliports; hotel accommodation; kiosks; landscape and garden supplies; light industries; liquid fuel depots; medical centres; mortuaries; neighbourhood shops; office premises (when associated with a light industrial use, depot, warehouse or distribution centre where the gross floor area for offices does not exceed 50% of the overall gross floor area); passenger transport facilities; places of public worship; public administration buildings; restaurants; retail premises (when associated with a light industrial use or warehouse or distribution centre); roads; service stations; signages; subdivisions; take away food and drink premises; timber and building supplies; transport depots; truck depots; utility installations; vehicle body repair stations; vehicle repair stations; vehicle showrooms; veterinary hospitals; warehouses or distribution centres.

(4) Prohibited

Except as otherwise provided by this Policy, development is prohibited within Zone IN2 Light Industrial unless it is permitted by subclause (2) or (3).

8. Zone E2 Environmental Conservation

- (1) Objectives of the zone:
 - (a) To protect, manage and restore areas with high ecological, scientific, cultural or aesthetic values
 - (b) To prevent development that could destroy, damage or otherwise have an adverse effect on those values.
- (2) Permitted without consent: Nil.
- (3) Permitted with consent:

Environmental protection works; environmental facilities; recreation areas; roads; wetlands; stream relocations and earthworks.

(4) Prohibited:

Except as otherwise provided by this Policy, development is prohibited within Zone E2 Environmental Conservation unless it is permitted by subclause (2) or (3).

9. Zone SP2 Infrastructure (Airport)

- (1) Objectives of the zone
 - (a) to provide for current infrastructure and related uses
 - (b) to prevent development that is not compatible with or that detracts
 - from the production of current infrastructure
- (2) Permitted without consent

Development referred to in clause 22 of *State Environmental Planning Policy* (Infrastructure) 2007

(3) Permitted with consent

Development referred to in clause 23 of the *State Environmental Planning Policy (Infrastructure)* 2007

(4) Prohibited

Except as otherwise provided by this Policy, development is prohibited within Zone SP2 Infrastructure (Airport) unless it is permitted by subclause (2) of (3).

10. Exempt or Complying Development

Development within the Illawarra Business Park site that satisfies the requirements for exempt development or complying development specified in *Shellharbour Complying Development Control Plan No 9/98*, as in force on 4 May 2005, is exempt development or complying development, as appropriate.

Exempt or complying development must not be carried out on any land to which State Environmental Planning Policy No 14—Coastal Wetlands applies.

Division 3 Principal Development Standards

11. Design

The consent authority must not grant consent to development on land to which this Part applies unless it is satisfied that:

4

- a. the development is of a high quality design, and
- b. a variety of materials and external finishes for the external facades are incorporated, and
- c. high quality landscaping is provided, and
- d. the scale and character of the development is compatible with other employment generating development on land to which this Part applies.

12. Height

(1) The height of a building on land, within the Illawarra Business Park, is not to exceed:

(a) the height indicated on the plan regarding Airport height limitations certified by the Director General as applying to this Part, unless:

- (i) the consent authority is satisfied that the proposal is acceptable in relation to building height and
- (ii) where a proposal does not comply with that plan, the Civil
- Aviation Safety Authority has been given notice of the proposal and any comments made by it to the consent authority within 28 days of its being notified have been taken into consideration by the consent authority
- (b) the heights shown in the Height of Buildings Map,

whichever is the lesser.

13. Floor Space Ratio

The floor space ratio of a building on the Albion Park Airport Business Park site is not to exceed 1:1

14. Subdivision

(1) Land to which this Part applies may be subdivided but only with consent.

(2) However consent is not required for a subdivision for the purpose of any one or more of the following:

- a. widening a public road,
- b. making an adjustment that does not in-value the creation of a greater number of lots,
- c. a minor realignment of boundaries that does not create additional lots or the opportunity for additional buildings,
- d. a consolidation of lots that does not create additional lots or the opportunity for additional buildings,
- e. recycling an encroachment on a lot,
- f. creating a public reserve,
- g. Excising from a lot land that is, or is intended to be, used for public purposes, including drainage purposes, rural line upgrade or other emergency service purposes, or public conveniences.

15.Public Utility Infrastructure

(1) The consent authority must not grant consent to development on land to which this Part applies unless it is satisfied that any public utility infrastructure that is essential for the proposed development is available or that adequate arrangements have been made to make that infrastructure available when required.

(2) In this clause, public utility infrastructure includes infrastructure for any of the following:

5

- a. the supply of water,
- b. the supply of electricity,
- c. the supply of natural gas,
- d. the disposal and management of sewerage

(3) This clause does not apply to development for the purpose of providing, extending, augmenting, maintaining or repairing any public utility infrastructure referred to in this clause.

Division 4 Miscellaneous

16. Crown Development and Public Utilities

(1) Development for the purposes of a public utility undertaking within the Illawarra Business Park may be carried out without development consent.

Note. Development for the purposes of a public utility undertaking may, by operation of another Schedule to this Policy, be a project to which Part 3A of the Act applies.

17. Development on land adjoining SEPP 14 Wetland

 This clause applies to land marked with a broken black line on the Zoning Map.
 Notwithstanding any other provision of this Part, the only development which is permitted with consent is development for the purpose of earthworks and fill to establish a batter to the height of adjoining lands and environmental protection works.

18. Boundary of SEPP 14 Wetland

(1) The map referred to in clause 3 of *State Environmental Planning Policy No 14 – Coastal Wetlands*, so far as it relates to the land to which this Part applies, is amended as provided in the Wetland Boundary Map.



Illawarra Regional Business Park Site Plan

Scale 1:10 000







APPENDIX 2

Revised Design Guidelines and Controls



ILLAWARRA REGIONAL BUSINESS PARK Design Guidelines and Controls



A BACKGROUND

1.0 INTRODUCTION

- 1.1 Background
- 1.2 Structure of this Document
- 1.3 Relationship to Planning Controls

2.0 THE CONCEPT PLAN

- 2.1 Site Analysis
- 2.2 Development Objectives
- 2.3 The Concept Plan
- 2.4 Development Within the Business Park
- 2.5 Subdivision
- 2.6 Landscape
- 2.7 Access, Parking and Transport
- 2.8 Water Cycle Management
- 2.9 Utilities

B DESIGN GUIDELINES AND CONTROLS

3.0 INTRODUCTION

- 3.1 Aims and Objectives
- 3.2 Application
- 3.3 ESD Principles Adopted
- 3.4 The Riparian Buffer

4.0 CONTROLS

- 4.1 FLoor Space Ratio (FSR)
- 4.2 Height of Buildings
- 4.3 Site Coverage
- 4.4 Setbacks
- 4.5 Parking and Access
- 4.6 Manoeuvring Areas
- 4.7 Operation of Illawarra Regional Airport
- 4.8 Site Safety
- 4.9 Heritage

5.0 DESIGN GUIDELINES

- 5.1 Building Design
- 5.2 Landscaping
- 5.3 Materials and Colours
- 5.4 Lighting
- 5.5 Fencing
- 5.6 Signage
- 5.7 Water Cycle Management
- 5.8 General

Appendix

- 1. Illawarra Regional Business Park Landscape Management Plan
- 2. Illawarra Regional Business Park Water Cycle Management Plan





1.1 Background

These Design Guidelines and Controls have been prepared to apply to the Illawarra Regional Business Park. The Business Park is part of the proposed development of a site adjacent to the Illawarra Regional Airport at Albion Park in the Shellharbour Local Government Area. The Guidelines and Controls provide guidance to applicants who are preparing development applications for development proposals within the Business Park. They implement the aims and objectives of the Illawarra Regional Business Park Concept Plan which has been prepared and approved under the provisions of Part 3A of the Environmental Planning and Assessment Act.

The Guidelines and Controls apply only to that section of the site which it is proposed will be developed as the Business Park and this is the area which is zoned IN2 - Light Industrial.

1.2 Structure of this Document

This document is divided into two sections as follows:

- The first section describes the approved Concept Plan and is a summary of matters in the Illawarra Regional Business Park Environmental Assessment Report July 2007.
- The second section provides the objectives, controls and guidelines which will implement the proposals in the Concept Plan through their application to future development of the lots. Development applications relating to the Business Park will need to address these in their submissions.

1.3 Relationship to Planning Controls

These Guidelines and Controls comprise an integral part of the Concept Plan for the Illawarra Regional Business Park and are a matter for consideration under the planning controls applying to the site. They provide for the implementation of the aims, objectives and proposals in the Concept Plan. As such they are to be addressed in any application for development in the Business Park. Any inconsistency with the Guidelines and Controls will need to be addressed in relation to the provisions in the Concept Plan and it will need to be demonstrated that the proposed development is generally consistent with the Concept Plan.

a salar an

INTRODUCTION



Figure 1.1 Site of Concept Plan



HE CONCEPT PLAN

2.1 Site Analysis

Location

The site is situated at Albion Park within a kilometre of the coast at Koona Bay to the east of the site. Between the site and the coast is the Princes Highway and part of the industrial/residential area of Albion Park. Land to the west of the site is rural stretching to the foot of the escarpment leading to Kangaroo Valley. There are major new residential areas to the south and southwest of the site on the higher land. Illawarra Regional Airport adjoins the site to the east.

Transport

Access to the site is currently available from the Illawarra Highway and from Tongarra Road which is the major access. With the exception of the Princes Highway/Illawarra Highway intersections, all intersections around the site operate with satisfactory average vehicle delays and good levels of service. Rail services are provided via the South Coast Rail Line and the closest rail stations are Albion Park (1.4km) and Oak Flats (3.3km). There are four bus routes which pass the site travelling from Albion Park to Wollongong and Shellharbour.

Site Conditions

The site has an approximate elevation of less than 10mAHD and is located within a valley flat below the Illawarra Escarpment. Parts of the site were identified to be flood liable and there are wetlands and watercourses on the site. The site also displays four fauna habitat types but there are no threatened fauna species on the site.

Heritage

In terms of Aboriginal heritage, it is not expected that there will be artefacts on the site. Due to the extensively disturbed nature of the site, it has been difficult to ascertain the Aboriginal Heritage Significance of the site.

There is a listed heritage item, Ravensthorpe, adjoining the site to the south.





Figure 2.1 Site Analysis Plan

2.2 Development Objectives

The development objectives for the site are as follows:

- To implement the policies and objectives of the Illawarra Regional Strategy
- To retain and improve the environmentally sensitive areas on the site and make them available for public access

- To prepare the site for the development in a way which does not have adverse impacts on the surrounding environment
- To provide for an employment generating development on the site which will provide a range of jobs in the Shellharbour area
- To ensure that the part of the site to be developed is flood free and safe for the proposed development
- To provide for a subdivision of the site which will provide lots of a size and shape that are in demand in the Shellharbour area
- To provide for the development of a Business Park of architectural quality which will make a positive contribution to its urban context
- To provide guidelines for the ongoing development of the site
- To ensure that the design, placement and height of buildings takes into account site constraints, in particular those presented by the operation of the adjacent airport
- To ensure there are no adverse impacts on the adjacent Illawarra Regional Airport
- To ensure the development of the area provides for a safe and pleasant environment for workers and visitors



THE CONCEPT PLAN



2.3 The Concept Plan

Introduction

The proposed development comprises two distinct proposals for the site. The first relates to the subdivision of the site for the proposed development of the Business Park, and the other is the improvement and revegetation of the wetland areas and the implementation of a process to hand these over to Shellharbour Council and ensure their ongoing protection and maintenance. The site will be subdivided along a boundary between these two areas. These Guidelines and Controls relate only to the Business Park area.

Site Layout

The Business Park occupies approximately 61% of the Concept Plan area. It is proposed that it will be subdivided into 60 sites with areas ranging from 2,000m² to 32,000m². There will be a ring road through the site which will extend around the airport runway to the eastern section of the site.

Within the Business Park there are three Special Areas:

- The stand of three fig trees
- The Paperbark Forest
- The northern Wetland

The Riparian Buffer

The Riparian Buffer area falls partially within the Business Park and partially within the environmental conservation area. It varies in width from 25m to 40m and is located around the SEPP14 Wetland and along Frazer Creek and the Macquarie Rivulet.

The purpose of the buffer is to protect the wetland and watercourses and to provide a planted area along the banks of the water areas. It is proposed that the watercourses will be cleaned up and planting will be implemented within the buffer area. No buildings will be permitted within this area and the only works permitted relate to flood and environmental management.

Lots within the Business Park which have site area within the riparian buffer area will have a covenant on the title preventing any building or non-essential uses within the buffer area and requiring appropriate management of this area.

Proposed Uses

The Light Industrial zoning of the site allows a broad range of uses within the park. The main aim of the development is to provide employment generating uses covering light industrial, warehousing, technology, storage, offices and retail that is ancillary to another use, and a range of other uses such as hotels and service stations, which will make use of the location of the site adjacent to the airport.





2.4 Development Within the Business Park

The form of development of the Business Park will be related to the uses to be established there. However, by the regulation of certain development parameters it will be possible to achieve a design standard on the site, which will mean that the physical appearance of the Business Park will be positive, and the impact of the built form will be softened. It is proposed that the buildings will be set back from the front boundaries of the sites to enable the establishment of landscaped areas. These will form an attractive streetscape and soften the impact of the built form. Site coverage will be limited to 70% of the site area.

Buildings will be required to address the street, and roof forms will generally be required to be flat with angles permitted for office components at the frontage of the building. Where possible the design of individual buildings is to relate to the development on adjacent sites in terms of materials and colours used and building design. A common colour palette will be used throughout the Business Park and materials are to be carefully selected. Large expanses of walls are to be modified by the use of varying materials, colours and landscaped setbacks.

It is proposed that development of buildings within the Business Park will be dealt with as individual development applications which will be determined by Shellharbour Council. The Council will deal with all applications with a value of \$20 million or less.

All subsequent applications will have to comply with the approved Concept Plan for the site and the Design Guidelines and Controls, which provide controls relating to urban design, bulk and location of buildings, landscaping, materials and colours, lighting, fencing, parking and access, ESD, site safety, signage and other general requirements for development on the site.

The site will be cut and filled to enable the creation of a flood free area for the development of the Business Park. The cut will take place in the southwestern section of the site and filling will be carried out in the northern and eastern areas of the site.

The finished levels on the site will enable all development within the Business Park to have a minimum finished floor level of AHD 7.1.





B DEHDIES RIPARIAN RUPPER R DEHDIES RECIPPOLAL RIGHT OF WAY S DEHDIES RECIPPOLAL EASEMENT FOR SERVICES

Figure 2.4 Subdivision Plan

2.5 Subdivision

The Lots

The subdivision of the Business Park site involves the creation of 60 lots.

The lots occupy the entire Business Park area and some include sections of the Riparian Buffer area. Four of the allotments within the Business Park will not be able to be developed for environmental reasons. These are the retained woodland area adjacent to the entry, the lowland wetland area on the north of the site, and the 14m Infrastructure Airport strips.

The lots vary in size to satisfy a need for various industrial and other uses in the area.

The Riparian Buffer

The subdivision of the land allows for the provision of the Riparian Buffer area to Frazer Creek with pedestrian access for recreational use and a Riparian Buffer 25m wide within all allotments having rear access to Frazer Creek and the SEPP 14 Wetland on the site. This 25m buffer is for the protection and management of the creek and wetland areas within it.

The Site of the Fig Trees and Wanalama Homestead

This site will be designated as a publicly accessible café with associated car parking. The trees will be retained and the site of the homestead will be indicated by landscaping and planting. The silos on the site will also be retained.

The Paperbark Forest

This site will be retained and the forest will be kept and maintained.

The Northern Wetland

This area will be retained as a wetland, and building and development will not be permitted on the site.

Easements, Restrictions and Positive Covenants

Each developable allotment will be burdened for the maintenance and upkeep of parts of the Riparian Buffer to Frazer Creek, the adjoining wetland area and the woodland area. Each allotment burdened by the Riparian Buffer of 15m will also maintain the buffer area and its use will be restricted to environmental conservation only. The allotments which have been wholly or partly filled will be burdened by a restriction on the use of the land.



THE CONCEPT PLAN

The Roads

Access to the subdivision is restricted to a primary access point off Tongarra Road. All roads within the main part of the subdivision are 20m wide and dedicated upon completion as public roads. Access to the allotments on the northern side of the airfield will be by way of a private reciprocal all weather right of carriageway not less than 13m wide. Each allotment will have ownership of that part of the carriageway within its parcel. A reciprocal easement to provide all services will also be created over part of the allotments fronting this access way.

1. 285 C



Figure 2.5 View of Road



· · · · ·

a the first set





THE CONCEPT PLAN

10 200 - 10 m

Figure 2.7 Landscape Plan

2.6 Landscape

A Landscape Management Plan has been prepared for the Business Park and is included in Appendix 1. It contains a planting strategy for the site and all applications for development of the lots will have to demonstrate compliance with this plan in the design and documentation of their development applications.

C. Section and

The proposed planting strategy has been formulated in order to implement the following aims:

(a) Prevention of bird strike to aircraft

Because of the location of the Business Park adjacent to the airport, a decision has been made to select trees, shrubs and groundcover plants that minimize the production of flowers and fruit which can be utilized by birds and bats. This will therefore minimize the bird and bat population within the environs of the airport. Flight safety for aircraft, taking off and landing, will be increased by reducing the number of birds in the area.

(b) Height of trees

Aircraft flight patterns dictate the height of structures and trees within the environs of an airport. Generally street trees can be 15m tall except for the following zones

- End of runway; and
- That part of the street on the northern side of runway, where the street follows boundary line.

(c) Street trees

Street trees are an important landscape component to any urban precinct. Street trees associated with the Business Park will reflect the fact that the proposed development is an industrial precinct. It is proposed to plant street trees at 30m intervals and Jacarandas are the preferred street tree for the Business Park.

(d) Boundary planting with Ravensthorpe

Landscape treatment has been formulated to preserve views to and from the property.

(e) Amenity tree and shrub planting on the individual sites

Amenity tree and shrub planting along the side and rear boundary lines to each allotment is a very important landscape element in this development. Species need to be hardy and well suited to the site environment, maintenance needs to be minimised and, because bird strike to aircraft is a potential hazard, the plants must also minimize the provision to attract birds and bats.

(f) Mass planted garden beds along the internal streets

Mass planted garden beds using shrubs, groundcover plants and grasses in order to:

- Visually soften truck and car parking areas; and
- Enhance visual presentation of the buildings.

This will be achieved by establishing mass planted strips of planting along the internal road system. A 3.5m planting strip will also be established along internal roads. This will frame views to the buildings and combine with the street trees to visually soften the built form and highlight pedestrian and vehicular access points.



W Ball Strand



Figure 2.8 Intersection Design Plan

2.7 Access, Parking and Transport

Access

Vehicle access between the site and the surrounding road network is restricted to Tongarra Road. It is proposed that the site access intersection would be signalised and include the following design elements:

- left turn and right turn bays along Tongarra Road approaches; and
 - pedestrian crossing facilities on all approaches.

The design of the intersection has been based on the assumption that there will be up to 1,650 full time employees on the site when it is fully developed.

Car Parking

0

Car parking will be provided through rates similar to those in the Shellharbour Parking Policy Development Control Plan.



N. Seattle Property



Figure 2.9 Stormwater Design Plan

2.8 Water Cycle Management

A water cycle management system for the site has been developed which involves a highly equitable sharing of the responsibility to treat and manage stormwater between the lot owners and Shellharbour Council. The system is fully described in the Water Cycle Management Plan in Appendix 2. Each development will have to illustrate compliance with this plan in the design and documentation accompanying applications for the development of the lots in the Business Park.

a ball to all

The objective of the treatment and management strategy is to shift the responsibility for water quality and use to the lot owners. This will be shared with the community by having Council responsible for the management of road run off only. The strategy is to provide a highly effective water and re-use management practice that builds on the opportunity to improve the water quality in the existing degraded waterways.

The system will be modelled using an estate trunk drainage line that is to service the roads and individual lots. The system will convey water from the road and lot areas to four outlet points located along the banks of Frazer Creek.

Lot Treatment

To meet the principles of Water Saving Urban Design (WSUD), on site detention (OSD) and on site retention (OSR) will be required on individual lots. The OSD will limit the discharge from the site to that which is equal to or less than the flow before the development. The OSR will provide a source of non-potable water that can be used on site for toilet flushing and irrigation, limiting the demand for town water. Each lot will provide its own water quality treatment which will consist of oil and grease separation and gross pollutant and nutrient retention. Stormwater treatment on individual lots will include the following:

- Grated inlet pits
- A gross pollutant trap
- A combined OSD and OSR tank

Road Treatment

The treatment of stormwater run off is to be included at source treatment through the use of a vegetated swale located centrally in the road and through the use of in line filtration consisting of gross pollutant traps located in specific locations along the drainage network.

Outlet Treatment

Outlet treatment is to include the use of energy dissipaters located at the end of pipe outlets and the use of rock armouring of the creek banks. This will significantly reduce the flow velocities leaving the pipe ensuring erosion of the creek banks does not occur.

Maintenance

Maintenance routines include cleaning every 6 to 12 months depending on initial monitoring results of captured pollutants. Each lot owner will also have to implement specific measures (related to the use of each allotment) to collect and treat any contamination or other possible discharges. In addition a detailed mechanism will need to be in place to deal with accidental spills of contaminants or pollutants.

THE CONCEPT PLAN



Figure 2.10 Services Plan

2.9 Utilities

All general services will be located in the verge areas of the road alignment. Connections will generally be into existing services in Tongarra Road.