

+ POSITION PAPER FOR SECTION 34 CONFERENCE LAND & ENVIRONMENT COURT No. 2016/178476

KINGS FOREST MP08_0194 MOD 3 – SERVICE STATION & FAST FOOD OUTLETS

At Precinct 1, Lot 7 DP 875447, Tweed Coast Road, Kings Forest

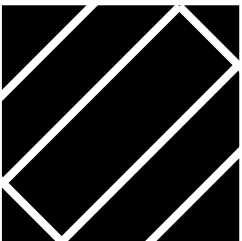


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**REPORT FOR SECTION 34 CONFERENCE
KINGS FOREST MP08_0194 MOD 3**

1.0 INTRODUCTION

This report responds to the Statement of Facts and Contentions (SOFAC) filed on behalf of the Minister for Planning in relation to these proceedings.

Following consideration of the SOFAC, the proponent proposes to amend the Application Plans to address some of the key issues. The amended Proposed Plans are attached at **Annexure A**. Drawing No. 1000, Issue M, August 2016 is the proposed Site Plan. The original Application Plans are attached at **Annexure B**. The original proposed Site Plan is Issue G. The proposed changes between the originally lodged Site Plan (Issue G) and the current Issue M, are summarised as follows:

- ♦ Building location as per original submission (21.0m East setback maintained)
- ♦ Increased North buffer (10m wide vegetated)
- ♦ Building extent to North reduced (station shop reconfigured) to achieve 13.5m setback to vegetated buffer
- ♦ Distance between car bousers & station shop carparking increased (From 7m to 8m)
- ♦ Bousers & roof over shifted South to achieve 13.5m setback to roof line
- ♦ Truck bousers deleted
- ♦ Tanker filling point relocated (Distance of 7m from vegetated buffer to tanker filling point)
- ♦ Revised traffic movements (car & AV swept path)
- ♦ Revised carparking (From total 73 carparks to total 56 carparks)
- ♦ Carwash, dogwash, vacuum, air/water relocated to East of site (carwash building *clear of & not* within 21.0m East setback)
- ♦ Number of pylon signs reduced (From 4 to 2 signs)
Pylon signs noted on plan
- ♦ Deletion of the roof top terrace
- ♦ The internal stair to the roof terrace has been removed from the plan
- ♦ Roof Terrace floor area (sqm) has been removed from the drawing & subtracted from the total GFA area calculation

2.0 PART B – CONTENTIONS

Character

41 The Minister contends that the Mod 3 Request should be refused for the following reasons:

- a. **The proposed development is not consistent with the existing and future rural character of the surrounding land:**
 - ii. **The intensity of the development proposed is unsuitable for the site as it detracts from the rural character of surrounding land.**

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Response:

My comments below in relation to Contention 41(a)(v) are also relevant to this Contention. Following consideration of other issues, an amended Proposed Site Plan has been prepared. The amended plan (Issue M) incorporates a 10m vegetated buffer to the northern site boundary, consistent with the provisions of Condition 99 of the original Project Approval.

The following table (**Table 1**) summarises the key elements of the approved rural supplies development, the proposed service station/fast food outlet as originally lodged (Rev G) and the proposed amended service station/fast food outlet (Issue M).

TABLE 1 – KEY ELEMENTS APPROVED AND PROPOSED PROJECT						
LAND USE	ELEMENT					
	Building GFA m ²	Building Footprint m ²	Car Parking Proposed	Building Height Proposed	Landscaped Area Proposed m ²	Hardstand Area Proposed m ²
Rural Supplies Development (Issue T)	2036	2036	135	1 storey (6.5m)	1245.39 + 1600 = 2845.39* ¹	7584.7 – 1600 = 5984.7* ²
Original Service Station/Fast Food Outlet (Issue G)	1063	2026	73	1 & 2 storey (7.15m)	1855.02	7276.11
Proposed Amended Service Station/Fast Food Outlet (Issue M)	998	1974	56	1 storey (7m)	3397.08	5812.1

Note 1: Estimate additional 1600m² of landscaping as a result of Condition 99 of MP08_0194.

Note 2: Estimate no change in hardstand area as a result of Condition 99 of MP08_0194.

In summary, the proposed amended service station/fast food outlet is less “intense” than the currently approved rural supplies development based on the comparative analysis in Table 1.

- v. The desired future character of the land is expressed in Tweed DCP - B9 Tweed Coast Strategy as part of a protected green belt. The proposed use is not compatible with the requirement to protect the green belt.**

Response:

This issue is addressed in the response to Tweed Shire Council’s submission (DAC Planning Pty Ltd, 3 December 2015) and submission to the Department of Planning and Environment in relation to the DoPE Assessment Report (DAC Planning Pty Ltd, 7 April 2016). Relevant extracts are reproduced as follows:

Reason 3 – Bulk, Scale and Rural Character Impacts

“The modification request would increase the bulk and scale of the approved project in a manner that is incompatible with the rural character of Tweed Coast Road and is inconsistent with the strategic objectives of the Tweed Development Control Plan 2008 which applies to the land along Tweed Coast Road immediately north, south and west of Precinct 1.”

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“ • **Tweed DCP Section B9**

Historically, Council has attempted to retain the existing vegetated setting along Tweed Coast Road, with the Casuarina and Salt developments originally being shielded from Tweed Coast Road with significant vegetation where possible.

This position strategically emanated from Tweed Shire 2000+ Strategic Plan which stated that Greenbelts will be provided by conserving open space between South Kingscliff and Bogangar and maintaining agricultural zones over land between Cudgen and Kingscliff and between Kingscliff and Kings Forest/Kings Beach (Policy and Action 117).

Tweed DCP Section B9 endorsed this Policy and Action by encouraging the establishment and management of green belts to identify and contain urban areas.

The DCP states:

B9.7.9 Protected Green Belt

The character of the Tweed Coast includes urban areas surrounded by open countryside. There are no continuous stretches of significant urban areas. This character will be continued with future urban release areas with each one being separated from other urban areas. It is essential that this character be retained.

To achieve this the Strategy addresses two inter-related issues

- o the identification of the land to be set aside as green belt, and
- o the uses such land may be put to.

B9 - Map 2 indicates that the land currently separating urban areas includes a wide range of landscapes, environments and zones, but all of which collectively add up to a significant asset which separates each of the District settlements and contributes to their individual character. Much of this land is already set aside for special attention - flood liable land, prime agricultural land, habitat etc. What is required is a framework to ensure that it collectively fulfils the function as a green belt.

The protected green belt incorporates land zoned 'Open Space', 'Environmental Protection' and 'National Parks and Nature Reserves' under Tweed LEP 2000. This includes the entire coastal foreshore of the district, the majority of the Cudgen Creek riparian zone and extensive wetlands and areas of native forest.

The green belt maintains the natural character of the coastline and provides physical and visual separation between towns. It provides for significant recreational opportunities for residents and tourists alike and ensures public access to the entire coastal foreshore. The green belt also has an important biological function by protecting significant coastal wetlands and forests and significant parts of the catchment area of Cudgen Creek and Cudgen Lake.

The integrity of the Protected Green Belt will be maintained by such measures as:

- o Ensuring infrastructure for adjoining urban areas is only located there if there are no other suitable locations;
- o Protecting its visual characteristics which help to define the character of urban areas;
- o Encouraging appropriate land uses.

The recommended Basis for Draft Tweed Coast Structure Plan includes Clause B9.7.9 Protected Green Belt. It emphasises that the Green Belt has essentially been defined by the environmental values and resources of the area: significant vegetation, wetlands and prime farmland. The significance of the use of the green belt is that it is not an independent policy layer as such but a concept which brings the protection of the environmental resources together under the one

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collective banner to ensure the containment and separation of coastal communities, thereby assisting in the definition of their individual character. Its integrity is to be maintained by a number of measures set out in Section 9.3 of the Discussion Paper.

It is recommended that these elements of Section B9 be addressed in more detail in the assessment of the current application.

An extract from Map 2 is as follows which shows the intended green belt along Tweed Coast Road:" (Map not reproduced)

Response:

The Project Approval and any modification of it continues to be governed by the terms of Part 3A of the Environmental Planning and Assessment Act 1979 (**the Act**), as preserved by Clause 3(1) of Schedule 6A of the Act.

As a result, the Minister's delegate is not bound by any Development Control Plan: *Moorebank Recyclers Pty Ltd v Liverpool City Council (No 2) [2013] NSWLEC 93 [114]*.

The paramount land use planning document for the site is the Concept Plan Approval. The designation of the site as 'employment land' is clearly the key consideration and any contrary provisions in the Development Control Plan should not be given any weight.

As the Land and Environment Court said in a Part 3A case where a similar issues was argued: 'Put bluntly, the horse has bolted. ... [T]he proper time for [such] broad consideration ... was when the (then) Minister approved the broad concept plan for development ...': *Lend Lease Communities (Australia) Limited v Minister for Planning and Infrastructure, Shellharbour City Council and Wollongong City Council [2013] NSWLEC 1153 [66]-[67]*

However, even if there were no Concept Plan Approval in place, the provisions of the 'green belt' provisions of the DCP would have no effect in any event.

This is because the land is zoned (2)(c) Urban Expansion under the SEPP (Major Development) 2005. Any 'green belt' designation is inconsistent with this zoning. Section 74C(5)(b) of the Act says that any provision of a Development Control Plan that is inconsistent or incompatible with a provision of an Environmental Planning Instrument has no effect.

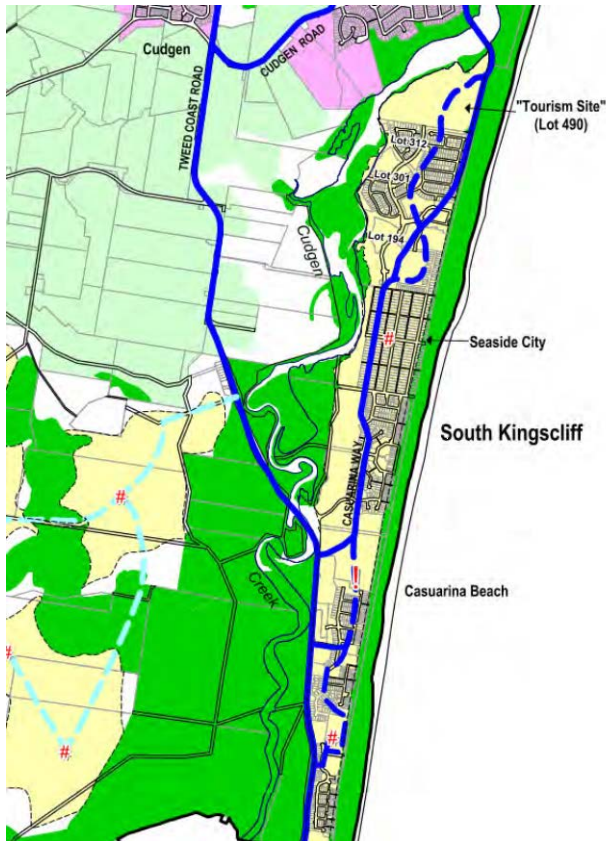
In addition to the above, we note that the report to Council's Planning Committee Meeting on 5 November 2015, at Item a10, in relation to the Kings Forest Concept Plan 06_0318 MOD 5 to facilitate approval of food and drink premises in Precinct 1, contains a detailed assessment of B9.7.9 Protected Green Belt and concludes that:

"An extract from Map 2 is as follows which shows the intended green belt along Tweed Coast Road:

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The green corridor along Tweed Coast Road has been interrupted with the State Government Approval for the Casuarina Town Centre which incorporated a new Coles Development on the corner of Tweed Coast Road and the newly erected traffic lights at Grand Parade as established vegetated that had shielded the development from Tweed Coast Road has now been removed.

Furthermore, the rezoning of Kings Forest under the Major Project SEPP 2005 authorised that part of Kings Forest on the eastern side of Tweed Coast Road to be used for development purposes when the earlier Tweed DCP Section B9 indicated a preference for this part of Kings Forest to be environmentally protected.

Given this re-zoning and the Department of Planning's ultimate approval of the Kings Forest Concept Plan, The Kings Forest Development Code and the Kings Forest Project Application which have all allowed development (specifically a rural supplies building) on the eastern side of Tweed Coast Road, no objection is raised to the definition of food and drink premises being incorporated into the land use matrix table for the employment land areas.

Any possible merit issues associated with changing the approved rural supplies building into another land use (possibly service station with food outlets) would be assessed on its merits as another matter, as the Modification currently before the Council is a strategic exercise to change the adopted Kings Forest Development Code to allow a new use to be permissible."

We further note that Council Officers recommended that:

"Council raises no objections to MOD 5 to the Kings Forest Concept Plan (Council Reference GT1/51 Department's Reference MP06/0318 MOD 5) to enable food and drink premises to be considered on merit as permissible land uses within the "employment land" areas of Kings Forest."

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The recommendation was adopted by Council (Minute No. 589).

In light of the Assessment, Recommendation and Council Decision in relation to the Concept Plan MOD 5, it is inappropriate for Council Officers to be again raising the "Protected Green Belt" issue in respect of Major Project Application No. 08_0194 (MOD 3) for the very same reasons that they were dismissed in respect of the Concept Plan MOD 5. That is to say, the 2006 rezoning of the Kings Forest site rezoned that part of Precinct 1 on which the service station and food and drink premises are proposed to 2(c) Urban Expansion.

A Concept Plan has been approved over the site which designates the site as "employment land". A Development Code has been prepared and approved pursuant to the Concept Plan which envisages a range of employment generating uses for Precinct 1.

Major Project Approval No. 08_0194 has been issued by the Department of Planning and Environment for a "rural supplies" development on the subject land with essentially the same site footprint as is now proposed for the service station and food and drink premises. Clearly, previous zoning decisions and Project Approvals have given no weight to the green belt concept and clearly it cannot now be implemented."

In summary, the strategic objectives of TDCP2008, Section B9 are irrelevant because they are inconsistent with the 2(c) Urban Expansion zoning applicable to Precinct 1 and the Concept Plan, which designates Precinct 1 as employment land.

Clearly, the strategic decision to change the rural character of the area to an urban character was taken in 2006 when the 2(c) Urban Expansion zone was introduced and reinforced in 2010 when the Concept Plan was approved, which designated Precinct 1 as employment land.

- vi. The nature of the built form, extent of hard surface, encroachment into buffers and lack of landscape treatment demonstrate that the proposed development is not compatible with its rural setting.**

Response:

As indicated in my response to Contention 41(a)(ii), the proposed amended development is less "intense" than the approved rural supplies building.

The issue of "rural setting" and character is addressed in my response to Contention 41(a)(v). In summary, as a result of the 2006 rezoning of Precinct 1 to 2(c) Urban Expansion, approval of the Concept Plan (as amended) to facilitate food and drink premises and the Precinct 1 Project Approval, the character of the site will inevitably change from rural to urban.

Suitability of the Site for Proposed Use

- b. The proposed development results in a land use conflict with neighbouring land because the buffer zone between the proposed development and neighbouring agricultural land is inadequate:**

- vi. The proposed development fails to satisfy the objective of the Zone 2(c) Urban Expansion in that it fails to ensure that sensitive environmental areas within and outside the zone are protected from any adverse impacts. The nature of the use and removal of the vegetation buffer means that this objective cannot be satisfied.**

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Response:

The CP06_0318 MOD5 Application, which proposed the inclusion of food and drink premises in the Kings Forest Development Code within the employment land, was accompanied by a Strategic Justification for the modification (Annexure A of the Application). The same Strategic Justification accompanied MP08_0194 MOD3 for the service station/fast food outlets (Annexure W). The Strategic Justification addresses existing planning controls, including the 2(c) zoning and zone objectives. Relevant extracts are reproduced as follows:

"2. The existing planning controls**2.1 Subject land context and location**

The Kings Forest site (**the subject land**) is located on the far north coast of NSW, approximately 20 kilometres south of the NSW-Queensland border. It is within the local government area of Tweed Shire Council.

Bogangar and Cabarita Beach lie to the south of the site beyond Cudgen Lake which abuts the site to the south-east. Cudgen and Kingscliff lie to the north. Casuarina lies to the east of the site across the Tweed Coast Road. Cudgen Nature Reserve adjoins the site on the eastern perimeter.

To the east of the site is the Tweed Coast Road. It runs north to south and is the primary arterial road connecting to the development. The Pacific Highway runs to the west of the site.

The subject land is presently rural in character, subject to either cattle grazing or is unused.

2.2 The concept plan approval

The subject land is covered by an approved concept plan (06_0318) under the former Part 3A provisions of the Environmental Planning and Assessment Act 1979 (**EP&A Act**).

The concept plan approval is for approximately 4,500 dwellings and associated urban development. However this approval does not authorise any actual use of the subject land.

The concept plan (RPS drawing reference 113691-PSP-4b plan no 1, revision B, 5 December 2013) divides the subject land into:

- 'town centre/neighbourhood centre';
- 'residential';
- 'community facilities/education';
- 'employment land';
- 'structured open space (active)';
- 'environmental protection area';
- '50m ecological buffer';
- 'golf course area'; and
- 'private open space including lake'.

The proposed change to the concept plan approval relates to the 'employment land'.

The concept plan approval also includes a precinct plan (RPDS drawing reference 113691-PSP-4b plan no 1, revision B, 5 December 2013). The precinct plan places all of the employment land in either precinct 1 or precinct 2. Precinct 1 is located east of the Tweed Coast Road, whole precinct 2 is located west of that road, and sits north of (and adjacent to) the planned Kings Forest Parkway. Taken together, the employment land amounts to approximately six hectares.

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2.3 Legal status of the concept plan

Under clause 3B of Schedule 6A of the Environmental Planning and Assessment Act 1979 (**the Act**) the following provisions apply with respect to the Kings Forest development (being a development for which a concept plan has been approved under Part 3A):

- if Part 4 applies to the carrying out of the development, the development is taken to be development that may be carried out with development consent under Part 4 (despite anything to the contrary in an environmental planning instrument);
- any development standard that is within the terms of the approval of the concept plan has effect;
- a consent authority must not grant consent under Part 4 for the development unless it is satisfied that the development is generally consistent with the terms of the approval of the concept plan;
- the provisions of any environmental planning instrument or any development control plan do not have effect to the extent to which they are inconsistent with the terms of the approval of the concept plan.

In short, the concept plan approval is the paramount land use planning instrument applicable to the subject land.

2.4 The employment land

The Director-General's assessment report (that led to the grant of the concept plan approval) had this to say (in section 2.1, pages 15-16) in relation to the employment land:

Business park/employment lands

7 hectares [adjusted to six hectares in later documents] of employment land are proposed to be located in two pockets at the entrance to the site and along Tweed Coast Road. The employment land along Tweed Coast Road is proposed to contain approximately 2,000 square metres of **retail area**, including parking.

The ultimate GFA would depend on market conditions and the take up of land by prospective businesses. As such, it is not possible to determine the final GFA at this stage. However, **an indicative GFA of 15,000 square metres** is considered reasonable and realistic. The area available for employment land is reduced due to land set aside for environmental buffers. As well, the uses proposed on the employment land are those which require large areas of land such as emergency services, landscape and garden supplies and vehicle sale premises. Lastly, **land provisions need to be made for amenities that support the businesses** such as car parks, roads, truck turning circles and landscaping.

The land will be used to develop **local business, employment and economic development opportunities**. Specific uses are uncertain at this stage. It will be ultimately determined by a number of factors including demography of future residents, timing of the development and success of individuals establishing businesses (some bold added).

This assessment by the Department of Planning and Environment reflects the provisions of the concept plan approval itself (as per section 2.2.2 of the Preferred Project Report by JBA, August 2009 incorporated into the concept plan approval under condition A3).

As the Director-General's report makes clear, the employment land is more in the nature of a business park, rather than a light industrial area. This is reinforced by the terms of the concept plan approval itself. The Executive Summary (page ix) of the Concept Plan Environmental Assessment Report (incorporated into the concept plan approval under condition A3) says:

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Employment lands: Seven hectares [adjusted to six hectares in later documents] of land has been allocated for local business, employment and economic development opportunities including trade services, business services, professional and commercial offices, large format retailing and emergency service providers.

The omission of a blanket 'light industrial' uses from the employment lands was a deliberate strategic planning decision (as per section 2.2.5 of the Preferred Project Report by JBA, August 2009 incorporated into the concept plan approval under condition A3). (Large format retailing is not envisaged as a general category in the Kings Forest Development Code, but several key large format retail uses are expressly envisaged.)

The concept plan approval explicitly envisages that the employment land will do more than simply meet the employment and services needs of the residents of the Kings Forest development itself. It says (in section 5.4.4 of the Concept Plan Environmental Assessment Report, incorporated into the concept plan approval under condition A3):

*This area [ie the employment land] has specifically been located at the entrance to Kings Forest and along the Tweed Coast Road to provide employment and services for people from Kings Forest as well **as the surrounding areas, and also to reduce through traffic within Kings Forest** (bold added).*

2.5 The Kings Forest Development Code

Condition A3 of the concept approval incorporates the Kings Forest Development Code (2012). Under clause 1.2(2) of the Code (and the associated 'precinct development matrix'), the following 'development uses' are envisaged on the employment land:

- business premises;
- carpark,
- child care centre;
- emergency services;
- kiosk;
- landscape and garden supplies;
- office premises;
- recreation area;
- roads;
- rural supplies;
- service station;
- shop (maximum 200m² gross floor area);
- vehicle sales premises; and
- sewage reticulation.

In this regard, 'business premises' are defined broadly. Under the Kings Forest Development Code (Appendix A) they are defined to be:

a building or place at or on which:

- (a) an occupation, profession or trade (other than an industry) is carried on for the provision of services directly to members of the public on a regular basis, **or**
- (b) a service is provided directly to members of the public on a regular basis, and may include, without limitation, premises such as banks, post offices, hairdressers, dry cleaners, travel agencies, internet access facilities, medical centres, betting agencies and the like (bold added) ...

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The 'urban design principles' applicable to the employment land are as follows:

- Provision of diverse employment opportunities
- Controlled by Development Code
- All required parking located within site
- Maintain vegetative buffer to other land uses
- Must demonstrate sensitive interface with surrounding development

These permissible uses are consistent with the 'business park' nature of the employment land, with no provision for 'industrial' or 'light industrial' development as a general type of envisaged development.

2.6 The zoning

The employment land is zoned by the State Environmental Planning Policy (Major Development) 2005 (**the Major Development SEPP**) as 'Zone 2(c) Urban Expansion' (map identification number SEPP_MD_KIF_LZN_001_20100201).

The zoning has only limited relevance to the development of the subject land, given:

- the comprehensive provisions embodied in the concept plan approval; and
- the provisions of clause 3B of Schedule 6A of the Act (as set out in section 2.3 above).

However the zoning controls should be briefly addressed.

Under clause 4(2) of Part 6 of Schedule 3 of the Major Development SEPP the objectives and the permissible for uses for the zone are set out in the Tweed Local Environmental Plan 2000 as it stood on 10 September 2010.

The relevant zone objectives are as follows:

Primary objectives

- to identify land for urban expansion (which will comprise mainly residential development focused on multi-use neighbourhood centres) and to ensure its optimum utilisation consistent with environmental constraints and the need to minimise residential landtake.

Secondary objectives

- to allow associated non-residential development which meets the recreation, shopping, commercial, employment and social needs of future residents.
- to ensure that sensitive environmental areas within and outside the zone are protected from any adverse impacts of development.
- to enable planning flexibility to achieve the other objectives of the zone by means of detailed guidelines in a development control plan.

These objectives are generally consistent with the purpose and nature of the 'employment land' under the concept plan approval. To the extent that the zoning objectives could be regarded as:

- restricting the range of employment-related or services-related development within Kings Forest; or
- limiting that development to that which is only needed by future residents,

they are inconsistent with the terms of the concept plan approval. Consequently, **to that extent**, they have no effect (see section 2.4 above).

All uses are permitted in the zone (with or without consent), other than those that are expressly prohibited, namely:

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-
- *abattoirs;*
 - *airline terminals;*
 - *animal establishments;*
 - *brothels;*
 - *display homes if adjoining an RTA classified road;*
 - *forestry;*
 - *heliports;*
 - *industries (other than home industries or light industries);*
 - *institutions;*
 - *junkyards;*
 - *mines;*
 - *offensive or hazardous industries;*
 - *restricted premises;*
 - *rural industries;*
 - *rural tourist facilities; and*
 - *sawmills.*

These prohibitions do not raise any issues in the present context."

The proposed amended layout incorporates a 10m vegetated buffer adjacent to the northern site boundary and retains the 50m ecological buffer to the SEPP14 coastal wetland to the east of the development footprint.

It is therefore considered that the proposed amended proposal is not antipathetic to the zone objectives in that it does not arouse a strong aversion.

viii. The extent and form of signage proposed is inconsistent with provisions of State Environmental Planning Policy No 64- Advertising and Signage.

Response:

The objectives of the Policy are as follows:

"3 Aims, objectives etc

(1) *This Policy aims:*

(a) *to ensure that signage (including advertising):*

(i) *is compatible with the desired amenity and visual character of an area, and*

(ii) *provides effective communication in suitable locations, and*

(iii) *is of high quality design and finish, and*

(b) *to regulate signage (but not content) under Part 4 of the Act, and*

(c) *to provide time-limited consents for the display of certain advertisements, and*

(d) *to regulate the display of advertisements in transport corridors, and*

(e) *to ensure that public benefits may be derived from advertising in and adjacent to transport corridors.*

(2) *This Policy does not regulate the content of signage and does not require consent for a change in the content of signage."*

The proposed amended service station/fast food outlets incorporate two advertising pylon signs with a height of approximately 8.5m. This is a reduction from four in the original application. Three canopy fascia signs and two wall signs are also proposed.

It is considered that the pylon signs would be characterised as "business identification signs", which are defined as follows:

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"business identification sign means a sign:

(a) that indicates:

- (i) the name of the person, and
- (ii) the business carried on by the person, at the premises or place at which the sign is displayed, and

(b) that may include the address of the premises or place and a logo or other symbol that identifies the business,

but that does not include any advertising relating to a person who does not carry on business at the premises or place."

Clause 9 of the Policy provides that Part 3 of the Policy does not apply to business identification signage. Clause 8 provides that the consent authority must be satisfied that the proposal is consistent with the objectives of the Policy and satisfies the assessment criteria in Schedule 1 of the Policy.

Schedule 1 is reproduced in **Table 2** together with comments.

TABLE 2 - SEPP64 MATTERS FOR CONSIDERATION UNDER SCHEDULE 1	
MATTERS FOR CONSIDERATION	COMMENT
<p>1. Character of the area</p> <ul style="list-style-type: none"> • Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located? • Is the proposal consistent with a particular theme for outdoor advertising in the area or locality? 	<p>The desired future character of Precinct 1 is urban (employment land) as reflected by the 2(c) zoning and Concept Plan Approval. The proposed amended signage is compatible.</p> <p>There is no specified or identified theme for outdoor advertising in the locality.</p>
<p>2. Special areas</p> <ul style="list-style-type: none"> • Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas? 	<p>The proposed amended signage is in keeping with the scale and use of the proposed buildings. In this sense, the proposed signage would not unreasonably detract from the visual quality of the surrounding area.</p>
<p>3. Views and vistas</p> <ul style="list-style-type: none"> • Does the proposal obscure or compromise important views? • Does the proposal dominate the skyline and reduce the quality of vistas? • Does the proposal respect the viewing rights of other advertisers? 	<p>No.</p> <p>The proposed canopy fascia signage will be attached to the proposed buildings and the pylon sign will be the same height as the proposed building and will not obscure any significant views or dominate the skyline.</p> <p>The signs will not affect other advertisers in the immediate vicinity of the site.</p>
<p>4. Streetscape, setting or landscape</p> <ul style="list-style-type: none"> • Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape? • Does the proposal contribute to the visual interest of the streetscape, setting or landscape? • Does the proposal reduce clutter by rationalising and simplifying existing advertising? 	<p>The proposed signage will not dominate the streetscape or negatively impact on the visual interest of the area. The signage is low-key and does not protrude above the buildings.</p> <p>The proposed signage will complement the future urban streetscape for the site frontage.</p> <p>Not applicable.</p>

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TABLE 2 - SEPP64 MATTERS FOR CONSIDERATION UNDER SCHEDULE 1	
MATTERS FOR CONSIDERATION	COMMENT
<ul style="list-style-type: none"> Does the proposal screen unsightliness? Does the proposal protrude above buildings, structures or tree canopies in the area or locality? 	<p>Not applicable.</p> <p>The proposed signs will not protrude above the buildings.</p>
<p>5. Site and building</p> <ul style="list-style-type: none"> Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located? Does the proposal respect important features of the site or building, or both? Does the proposal show innovation and imagination in its relationship to the site or building, or both? 	<p>The proposed signage does not dominate the proposed buildings, the streetscape or landscape. The signage will clearly and concisely convey the nature of the business on the site, and the identification of buildings within the site and will avoid a proliferation of signage on the site.</p> <p>Yes – the existing SEPP14 wetlands are buffered as is the agricultural land to the north.</p> <p>Yes – see amended plans.</p>
<p>6. Associated devices and logos with advertisements and advertising structures</p> <ul style="list-style-type: none"> Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed? 	<p>Due to the scale of the proposed signs no safety devices, lighting or platforms are required or necessary.</p>
<p>7. Illumination</p> <ul style="list-style-type: none"> Would illumination result in unacceptable glare? Would illumination affect safety for pedestrians, vehicles or aircraft? Would illumination detract from the amenity of any residence or other form of accommodation? 	<p>The proposed signs will be illuminated. The signs are not located in close proximity to any dwelling. Accordingly, illumination of the signage is unlikely to create unacceptable glare or create adverse impacts on the amenity of any residential building.</p> <p>No, this section of Tweed Coast Road will likely be within a 60kph speed limit zone.</p> <p>Street lighting is likely to be required with Tweed Valley Way and therefore the signage is unlikely to have any additional impacts on the amenity of any residents.</p>
<ul style="list-style-type: none"> Can the intensity of the illumination be adjusted, if necessary? Is the illumination subject to a curfew? 	<p>Yes.</p> <p>No.</p>
<p>8 Safety</p> <ul style="list-style-type: none"> Would the proposal reduce the safety for any public road? Would the proposal reduce the safety for pedestrians or bicyclists? Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas? 	<p>The proposed signage would not raise any public safety issues given the likely 60kph speed environment.</p>

Amenity Impacts

c. **The proposed development has unacceptable amenity impacts on nearby residents of Old Bogangar Road:**

iv. **Given the 24-hour operation a CEPTED (crime prevention through environmental design) assessment, the proposal fails to demonstrate the security and safety of users, including employees, of the premises outside of typical operating hours.**

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Response:

The Section 75W Modification Application is not accompanied by a Crime Risk Assessment (CRA) as is required for certain development proposals by the Crime Prevention and Assessment of Development Application Guidelines under Section 79C of the Environmental Planning and Assessment Act, 1979 as amended (Department of Urban Affairs and Planning, April 2001) (the Guidelines).

In summary, the Guidelines indicate that a formal CRA is needed for any development that is likely (in the opinion of the Council) to create a risk of crime.

In determining a need for a CRA, the Crime Prevention through Environmental Design (CPTED) Principles for minimising crime risk contained in the Guidelines should be considered in the context of the development proposal. Relevant principles are addressed as follows:

Surveillance

- ♦ The design of the proposed development facilitates passive surveillance of the site entry driveway, western car parking area and car bowser area. This could be supplemented by CCTV cameras.
- ♦ Car parking areas to the north and east of the building together with the drive through areas and car wash area can also be monitored by CCTV cameras.
- ♦ Designing and maintaining landscaping to minimise places for offenders to hide or entrap victims.
- ♦ Provision of appropriate lighting in all car parks and pedestrian thoroughfares.

Access Control

- ♦ Mark pedestrian pathways and install directional signage to channel customers to target areas such as the fuel console and station shop.

Terrestrial Reinforcement

- ♦ Ensure that all areas are properly maintained to encourage the use by the public and increase risks to criminals.

Space Management

- ♦ Preparation of a Management Plan to ensure that management and maintenance of all outdoor areas is undertaken in a suitable manner to achieve territorial reinforcement.
- ♦ Preparation of a Management Plan for handling of cash, staff parking after normal business hours and other operational matters.

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ANNEXURE A Original Application Plans

DAC Planning Pty Ltd

A.C.N. 093 157 165

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KINGS FOREST SERVICE STATION

TWEED COAST ROAD, KINGS FOREST, NSW

REAL PROPERTY DESCRIPTION

LOT 7 IN DP 875447
TWEED SHIRE

DEVELOPMENT SUMMARY

PROPOSED SERVICE STATION INCLUDING SHOP WITH FOOD OUTLETS, CARWASH AND DOG WASH FACILITIES

AREAS

TOTAL SITE AREA	10870 m ²
GFA	1063 m ²
TOTAL STRUCTURAL BUILDING FOOTPRINT	APPROX 2026 m ²
CARWASH & DOG WASH	APPROX. 150 m ²
LANDSCAPING	APPROX. 1500 m ²

PARKING

GENERAL CARPARKING BAYS	53
STAFF CARPARKING BAYS	17
PWD CARPARKING BAYS	3
TOTAL CARPARKING BAYS	73

BICYCLE PARKING CAPACITY FOR 20 BIKES

SURVEY INFORMATION

SITE INFORMATION ON DRAWING HAS BEEN PROVIDED BY LANDSURV. PTY LTD REGISTERED SURVEYORS & DEVELOPMENT CONSULTANTS. IT HAS BEEN SHOWN FOR INFORMATION ONLY. RESPONSIBILITY FOR THE ACCURACY OF THE SURVEY RESTS WITH THE SURVEYOR.

TRAFFIC ENGINEERING INFORMATION

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DRAWING LIST

DRAWING NO.	DRAWING NAME
0000	COVER SHEET
1000	PROPOSED SITE PLAN
1001	PROPOSED GROUND FLOOR PLAN
1002	PROPOSED UPPER FLOOR PLAN
1003	PROPOSED ROOF PLAN
2001	PROPOSED NORTH & WEST ELEVATIONS
2002	PROPOSED NORTH & WEST ELEVATIONS
3001	PROPOSED SECTIONS
4001	PERSPECTIVE VIEWS
4002	PERSPECTIVE VIEWS
4003	PERSPECTIVE VIEWS
4004	PERSPECTIVE VIEWS

MATERIALS LEGEND

(C)	PRECAST CONCRETE
(MS1)	METAL SHEET CLADDING TYPE 1
(MS2)	METAL SHEET CLADDING TYPE 2
(MS3)	METAL SHEET ROOFING
(BK)	BRICK
(PB)	PLASTERBOARD



LOCALITY MAP

SCALE 1:2500

KINGS FOREST SERVICE STATION

TWEED COAST ROAD

LEDA DEVELOPMENTS PTY LTD

Push

t 617 3252 0949 f 617 3252 2636 e info@push.net.au

Scale 1:2500@A3 Date SEP 2015 Job Number 738.12

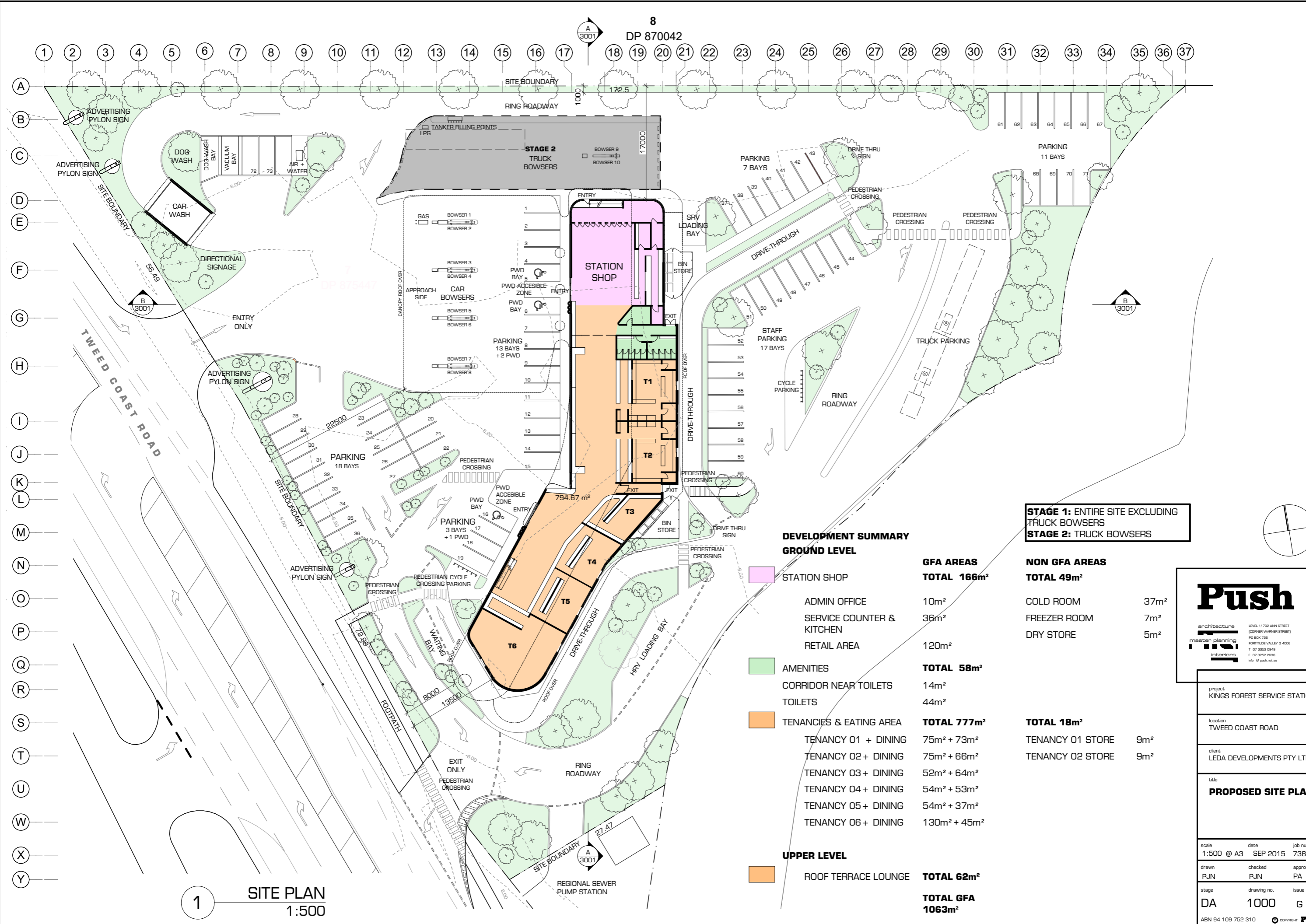
Drawn PN Stage DA Drawing No. 0000 Issue D

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ABN 94 109 752 310

8
DP 870042



**DEVELOPMENT SUMMARY
GROUND LEVEL**

STATION SHOP	
ADMIN OFFICE	10m ²
SERVICE COUNTER & KITCHEN	36m ²
RETAIL AREA	120m ²
AMENITIES	TOTAL 58m²
CORRIDOR NEAR TOILETS	14m ²
TOILETS	44m ²
TENANCIES & EATING AREA	TOTAL 777m²
TENANCY 01 + DINING	75m ² + 73m ²
TENANCY 02 + DINING	75m ² + 66m ²
TENANCY 03 + DINING	52m ² + 64m ²
TENANCY 04 + DINING	54m ² + 53m ²
TENANCY 05 + DINING	54m ² + 37m ²
TENANCY 06 + DINING	130m ² + 45m ²

UPPER LEVEL

ROOF TERRACE LOUNGE	TOTAL 62m²
TOTAL GFA	1063m²

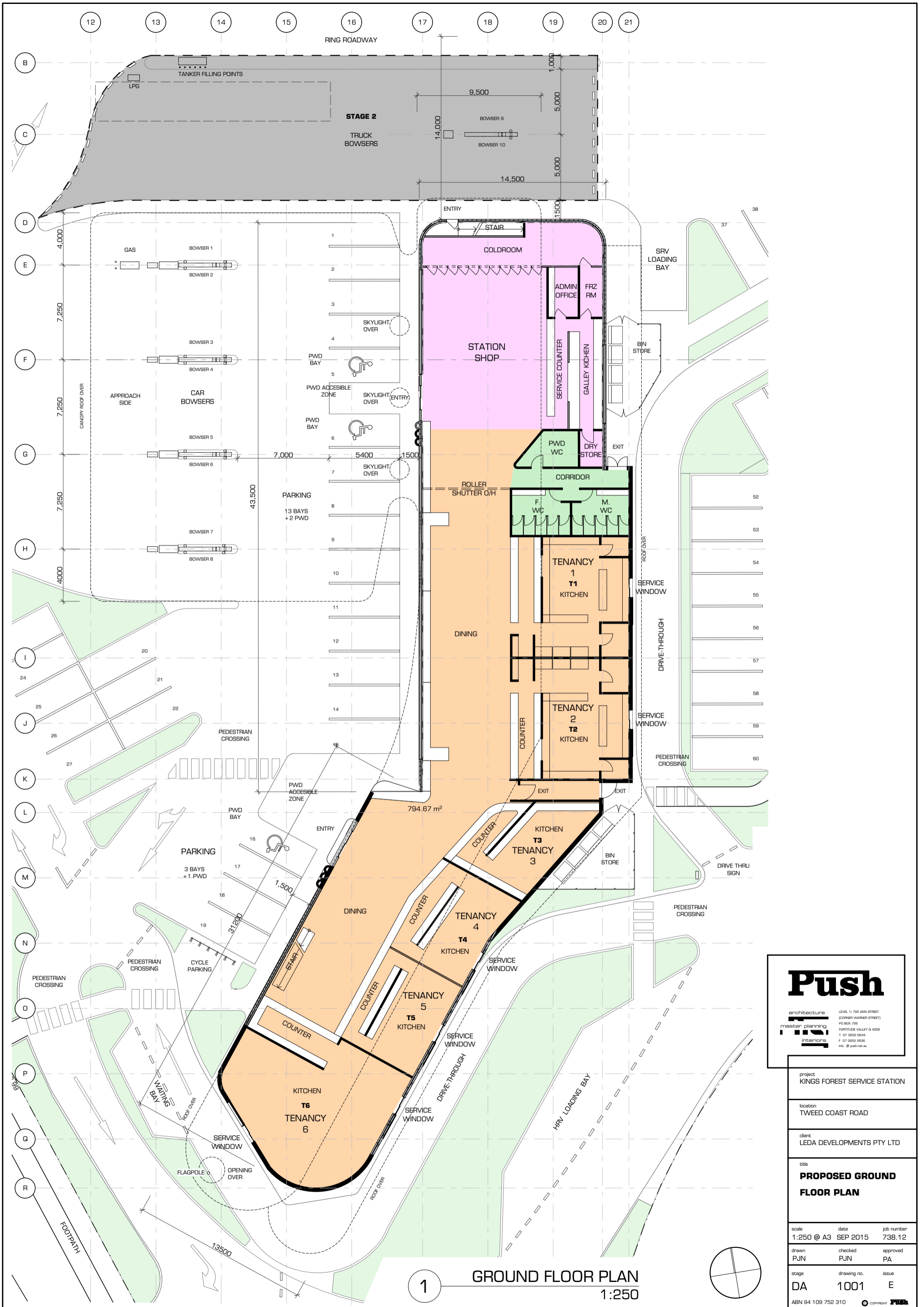
**STAGE 1: ENTIRE SITE EXCLUDING
TRUCK BOWSERS
STAGE 2: TRUCK BOWSERS**

NON GFA AREAS	TOTAL 49m²
COLD ROOM	37m ²
FREEZER ROOM	7m ²
DRY STORE	5m ²
TOTAL 18m²	
TENANCY 01 STORE	9m ²
TENANCY 02 STORE	9m ²



project	KINGS FOREST SERVICE STATION	
location	TWEED COAST ROAD	
client	LEDA DEVELOPMENTS PTY LTD	
title	PROPOSED SITE PLAN	
scale	date	job number
1:500 @ A3	SEP 2015	738.12
drawn	checked	approved
PJN	PJN	PA
stage	drawing no.	issue
DA	1000	G
ABN 94 109 752 310		

1 SITE PLAN
1:500



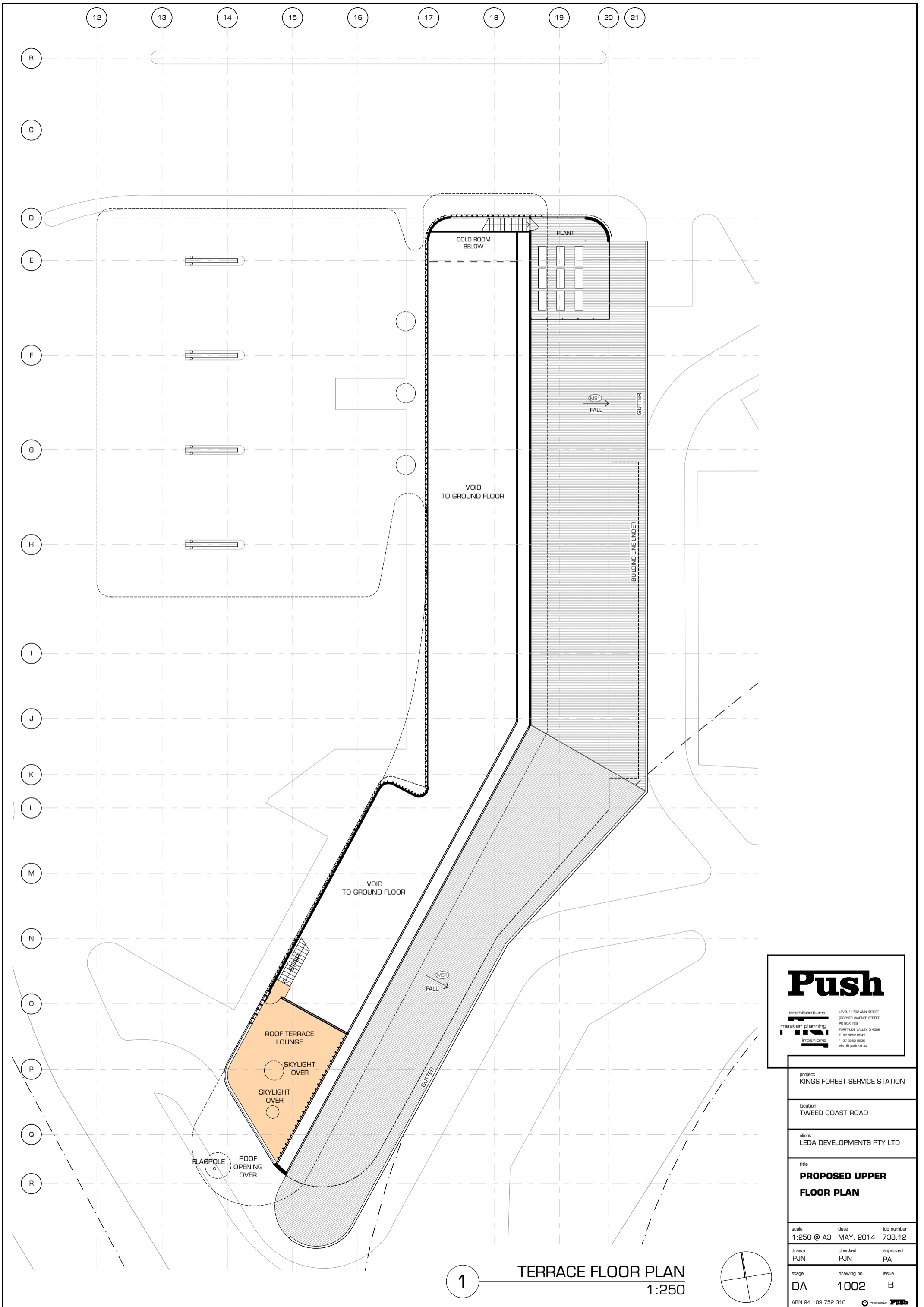
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GROUND FLOOR PLAN
1:250

Push
architecture
master planning
interiors

LEVEL 11, 702 ANN STREET
(CORNER WALKER STREET)
PO BOX 726
FORTITUDE VALLEY Q.4006
T 07 3252 0949
F 07 3252 0626
info @ push.ae

project	KINGS FOREST SERVICE STATION	
location	TWEED COAST ROAD	
client	LEDA DEVELOPMENTS PTY LTD	
title	PROPOSED GROUND FLOOR PLAN	
scale	date	job number
1:250 @ A3	SEP 2015	738.12
drawn	checked	approved
PJN	PJN	PA
stage	drawing no.	issue
DA	1001	E
ABN 94 109 752 310 © COPYRIGHT Push		



1

TERRACE FLOOR PLAN

1:250

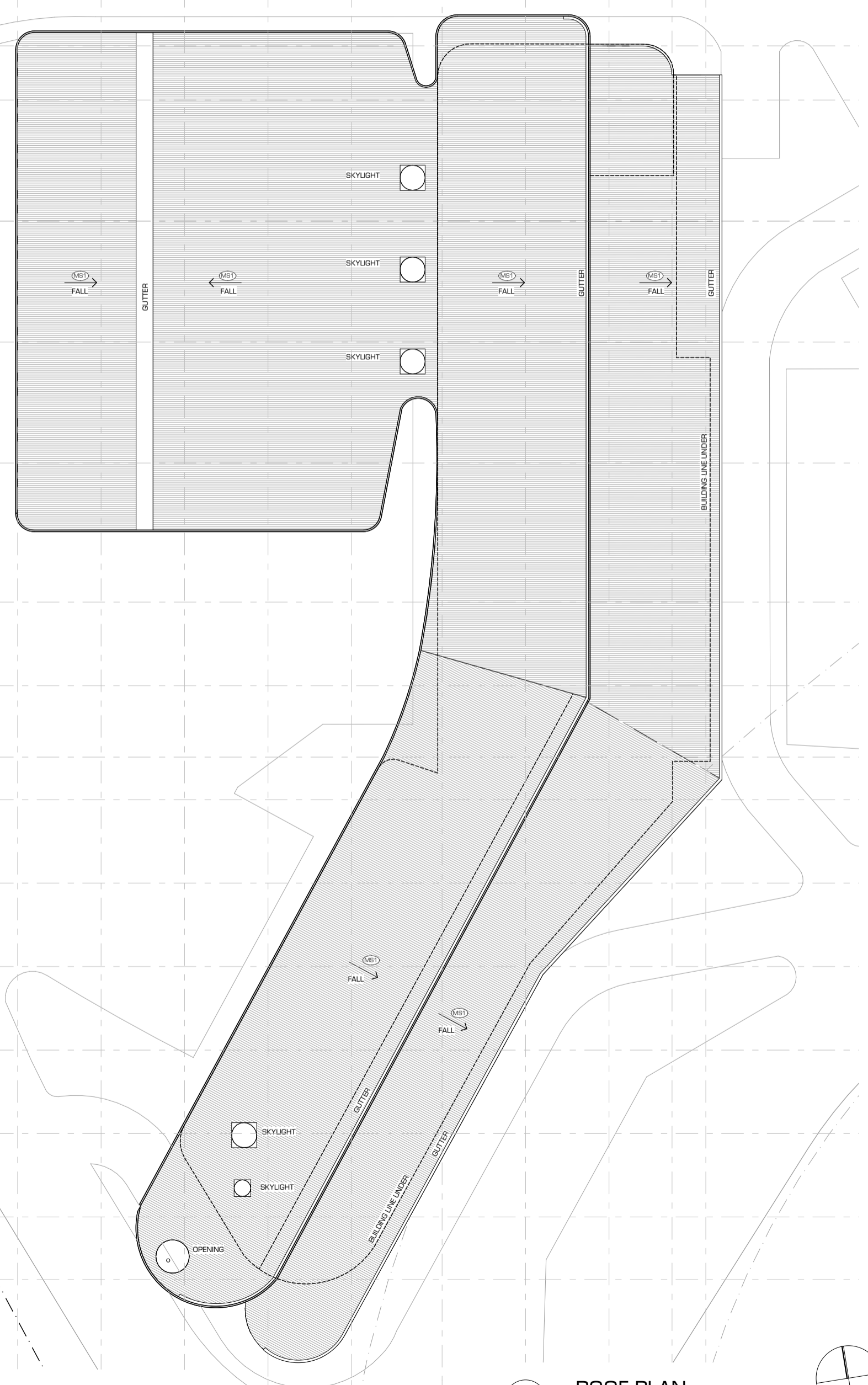
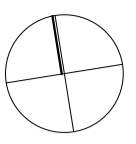
Push
 architecture
 master planning
 interiors

LEVEL 1/ 702 ANN STREET
 (CORNER WALKER STREET)
 PO BOX 726
 FORTITUDE VALLEY Q.4006
 T 07 3252 0949
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 info @ push.ae

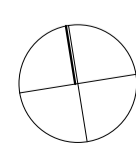
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location	TWEED COAST ROAD	
client	LEDA DEVELOPMENTS PTY LTD	
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drawn	checked	approved
PJN	PJN	PA
stage	drawing no.	issue
DA	1002	B
ABN 94 109 752 310 © COPYRIGHT Push		

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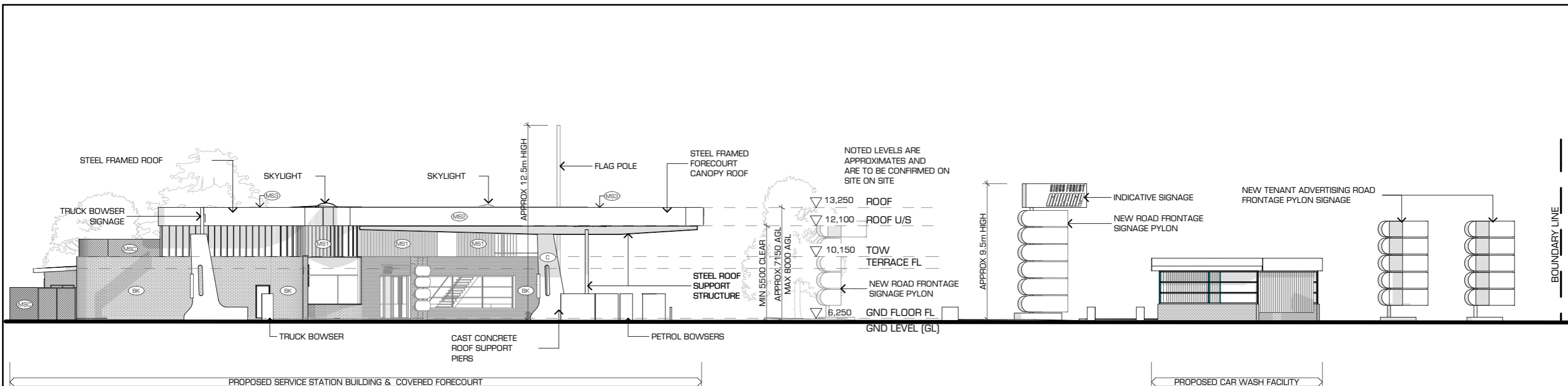
1 ROOF PLAN
1:250



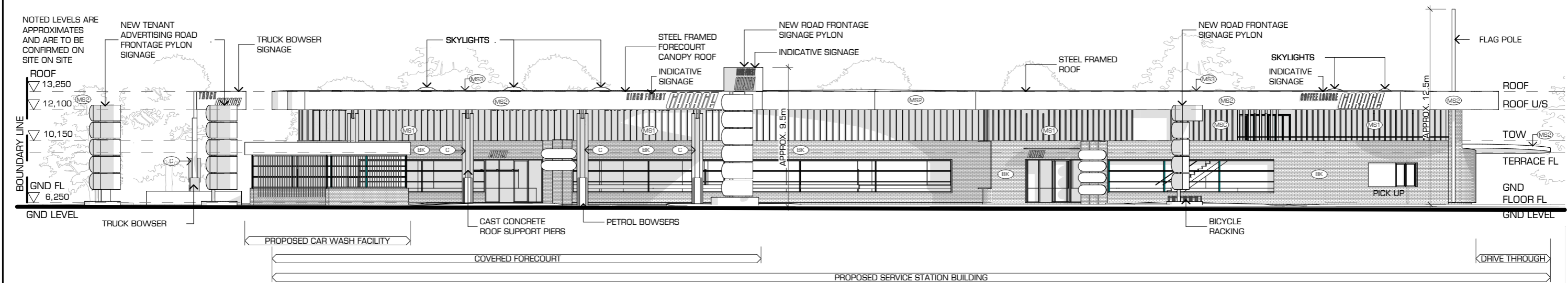
Push
 architecture
 master planning
 interiors

LEVEL 1/ 702 ANN STREET
 (CORNER WAURER STREET)
 PO BOX 726
 FORTITUDE VALLEY Q.4006
 T 07 3252 0949
 F 07 3252 0626
 info @ pushinc.au

project	KINGS FOREST SERVICE STATION	
location	TWEED COAST ROAD	
client	LEDA DEVELOPMENTS PTY LTD	
title	PROPOSED ROOF PLAN	
scale	date	job number
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drawn	checked	approved
PJN	PJN	PA
stage	drawing no.	issue
DA	1003	B



1 North
1:250

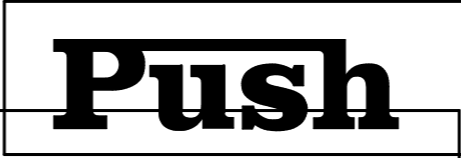


2 West
1:250

KINGS FOREST SERVICE STATION

TWEED COAST ROAD

LEDA DEVELOPMENTS PTY LTD

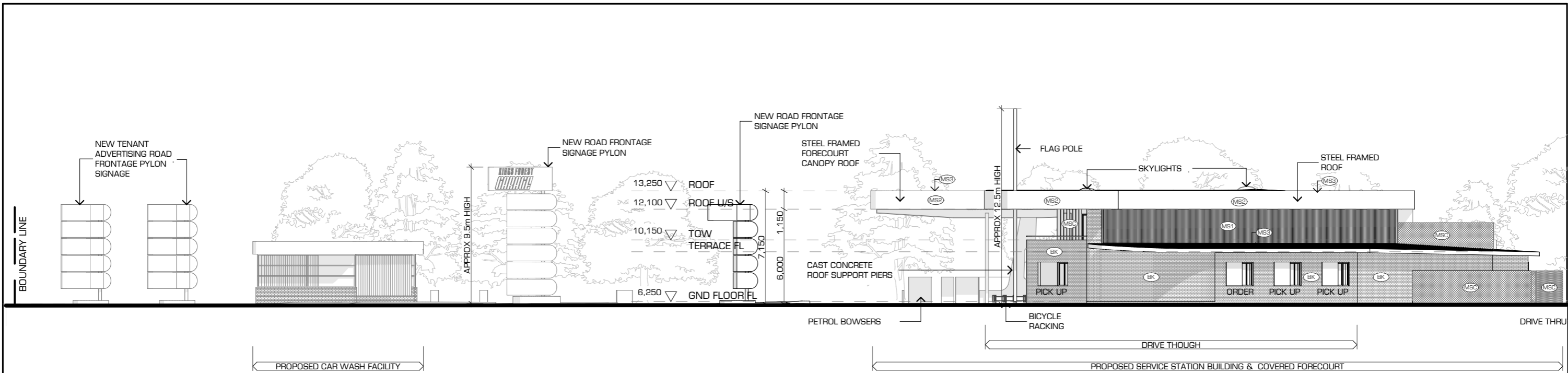


t 617 3252 0949 f 617 3252 2636 e info@push.net.au

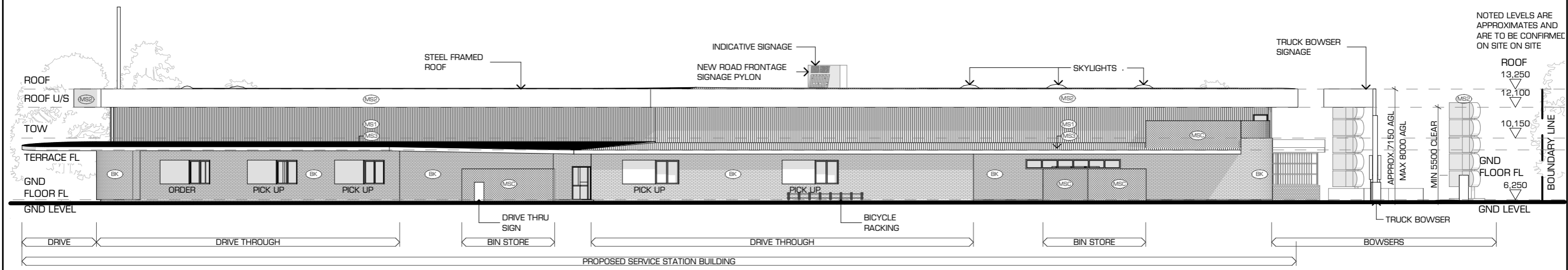
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Drawn	Stage	Drawing No.
PN	DA	2001
		Issue
		D

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2 South
1:250



1 East
1:250

NOTED LEVELS ARE APPROXIMATES AND ARE TO BE CONFIRMED ON SITE ON SITE

KINGS FOREST SERVICE STATION

TWEED COAST ROAD



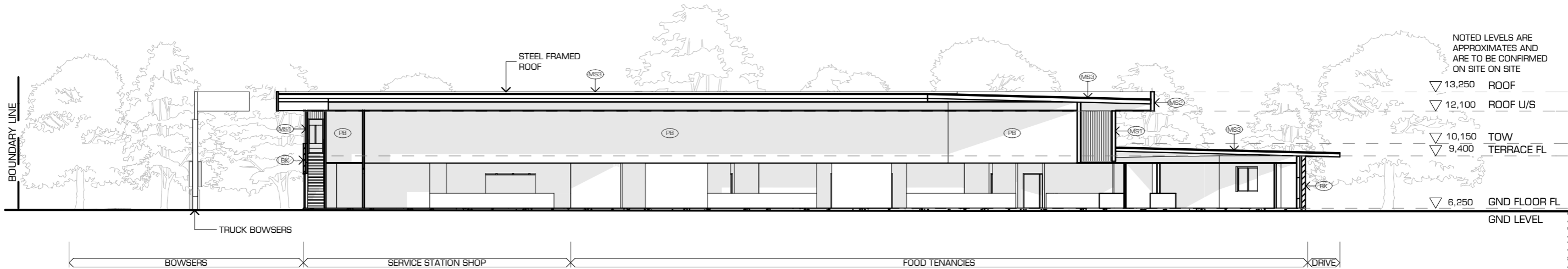
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Drawn	Stage	Drawing No.	Issue
PN	DA	2002	D

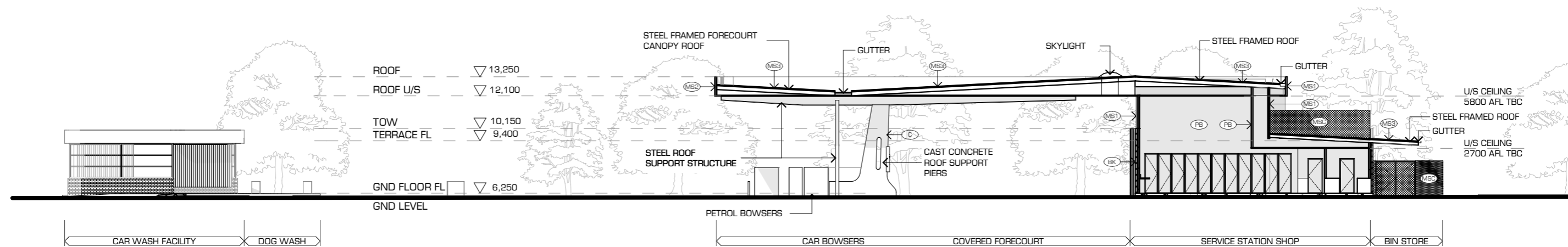
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1 SECTION A-A
1:250



2 SECTION B-B
1:250

KINGS FOREST SERVICE STATION

TWEED COAST ROAD

LEDA DEVELOPMENTS PTY LTD



Scale 1:250@A3 Date MAY. 2015 Job Number 738.12

Drawn PN Stage DA Drawing No. 3001 Issue B

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1 NORTH WEST PERSPECTIVE
VIEW FROM CARPARK / FORECOURT

KINGS FOREST SERVICE STATION

TWEED COAST ROAD

LEDA DEVELOPMENTS PTY LTD

Push

t 617 3252 0949 f 617 3252 2636 e info@push.net.au

Scale	Date	Job Number	
NTS	MAY. 2015	738.12	
Drawn	Stage	Drawing No.	Issue
PN	DA	4001	

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1

SOUTH WEST PERSPECTIVE
VIEW FROM CARPARK / FORECOURT

KINGS FOREST SERVICE STATION

TWEED COAST ROAD

LEDA DEVELOPMENTS PTY LTD



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Scale	Date	Job Number
NTS	MAY. 2015	738.12
Drawn	Stage	Drawing No.
PN	DA	4002

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1 SOUTH WEST PERSPECTIVE
VIEW FROM TWEED COAST ROAD

KINGS FOREST SERVICE STATION

TWEED COAST ROAD

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Push
 t 617 3252 0949 f 617 3252 2636 e info@push.net.au

Scale	Date	Job Number	
NTS	MAY. 2015	738.12	
Drawn	Stage	Drawing No.	Issue
PN	DA	4003	

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1 NORTH WEST PERSPECTIVE
VIEW FROM TWEED COAST ROAD

KINGS FOREST SERVICE STATION

TWEED COAST ROAD

LEDA DEVELOPMENTS PTY LTD

Push

t 617 3252 0949 f 617 3252 2636 e info@push.net.au

Scale	Date	Job Number
NTS	MAY. 2015	738.12
Drawn	Stage	Drawing No.
PN	DA	4004

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ANNEXURE B Amended Application Plans

DAC Planning Pty Ltd

A.C.N. 093 157 165

Town Planning & Development Consultants

KINGS FOREST SERVICE STATION

TWEED COAST ROAD, KINGS FOREST, NSW

REAL PROPERTY DESCRIPTION

LOT 7 IN DP 875447
TWEED SHIRE

DEVELOPMENT SUMMARY

PROPOSED SERVICE STATION INCLUDING SHOP WITH FOOD OUTLETS, CARWASH AND DOG WASH FACILITIES

AREAS

TOTAL SITE AREA	10870 m ²
GFA	998 m ²
TOTAL STRUCTURAL BUILDING FOOTPRINT	APPROX 1974 m ²
CARWASH & DOG WASH LANDSCAPING	APPROX. 150 m ² APPROX. 3183 m ²

PARKING

GENERAL CARPARKING BAYS	36
STAFF CARPARKING BAYS	17
PWD CARPARKING BAYS	3
TOTAL CARPARKING BAYS	56

BICYCLE PARKING CAPACITY FOR 20 BIKES

SURVEY INFORMATION

SITE INFORMATION ON DRAWING HAS BEEN PROVIDED BY LANDSURV. PTY LTD REGISTERED SURVEYORS & DEVELOPMENT CONSULTANTS. IT HAS BEEN SHOWN FOR INFORMATION ONLY. RESPONSIBILITY FOR THE ACCURACY OF THE SURVEY RESTS WITH THE SURVEYOR.

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DRAWING LIST

DRAWING NO.	DRAWING NAME
0000	COVER SHEET
1000	PROPOSED SITE PLAN
1001	PROPOSED GROUND FLOOR PLAN
4002	PROPOSED UPPER FLOOR PLAN (DELETED)
1003	PROPOSED ROOF PLAN
1101	PLAN OVERLAY 1
1102	PLAN OVERLAY 2
2001	PROPOSED NORTH & WEST ELEVATIONS
2002	PROPOSED NORTH & WEST ELEVATIONS
3001	PROPOSED SECTIONS
4001	PERSPECTIVE VIEWS
4002	PERSPECTIVE VIEWS
4003	PERSPECTIVE VIEWS
4004	PERSPECTIVE VIEWS

MATERIALS LEGEND

C	PRECAST CONCRETE
MS1	METAL SHEET CLADDING TYPE 1
MS2	METAL SHEET CLADDING TYPE 2
MS3	METAL SHEET ROOFING
BK	BRICK
PB	PLASTERBOARD



LOCALITY MAP

SCALE 1:2500

KINGS FOREST SERVICE STATION

TWEED COAST ROAD

Push

t 617 3252 0949 f 617 3252 2636 e info@push.net.au

Scale 1:2500@A3 Date SEP 2016 Job Number 738.12

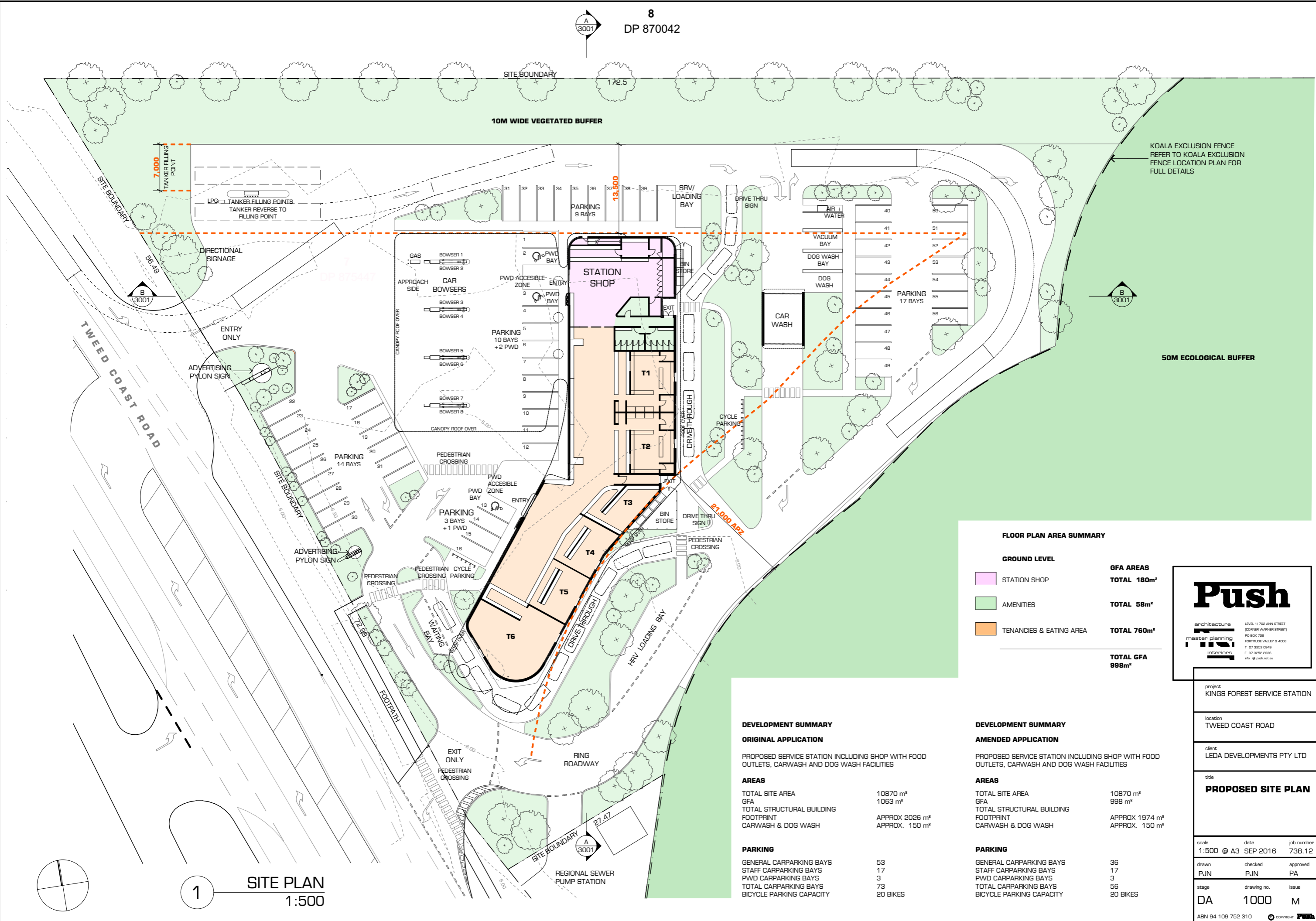
Drawn PN Stage DA Drawing No. 0000 Issue F

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FLOOR PLAN AREA SUMMARY

GROUND LEVEL		GFA AREAS	
 STATION SHOP		TOTAL	180m²
 AMENITIES		TOTAL	58m²
 TENANCIES & EATING AREA		TOTAL	760m²
		TOTAL GFA	998m²

DEVELOPMENT SUMMARY
ORIGINAL APPLICATION

PROPOSED SERVICE STATION INCLUDING SHOP WITH FOOD OUTLETS, CARWASH AND DOG WASH FACILITIES

AREAS	
TOTAL SITE AREA	10870 m ²
GFA	1063 m ²
TOTAL STRUCTURAL BUILDING FOOTPRINT	APPROX 2026 m ²
CARWASH & DOG WASH	APPROX. 150 m ²

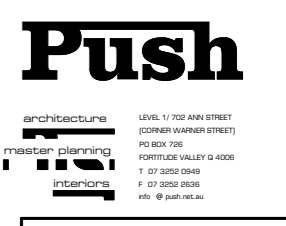
PARKING	
GENERAL CARPARKING BAYS	53
STAFF CARPARKING BAYS	17
PWD CARPARKING BAYS	3
TOTAL CARPARKING BAYS	73
BICYCLE PARKING CAPACITY	20 BIKES

DEVELOPMENT SUMMARY
AMENDED APPLICATION

PROPOSED SERVICE STATION INCLUDING SHOP WITH FOOD OUTLETS, CARWASH AND DOG WASH FACILITIES

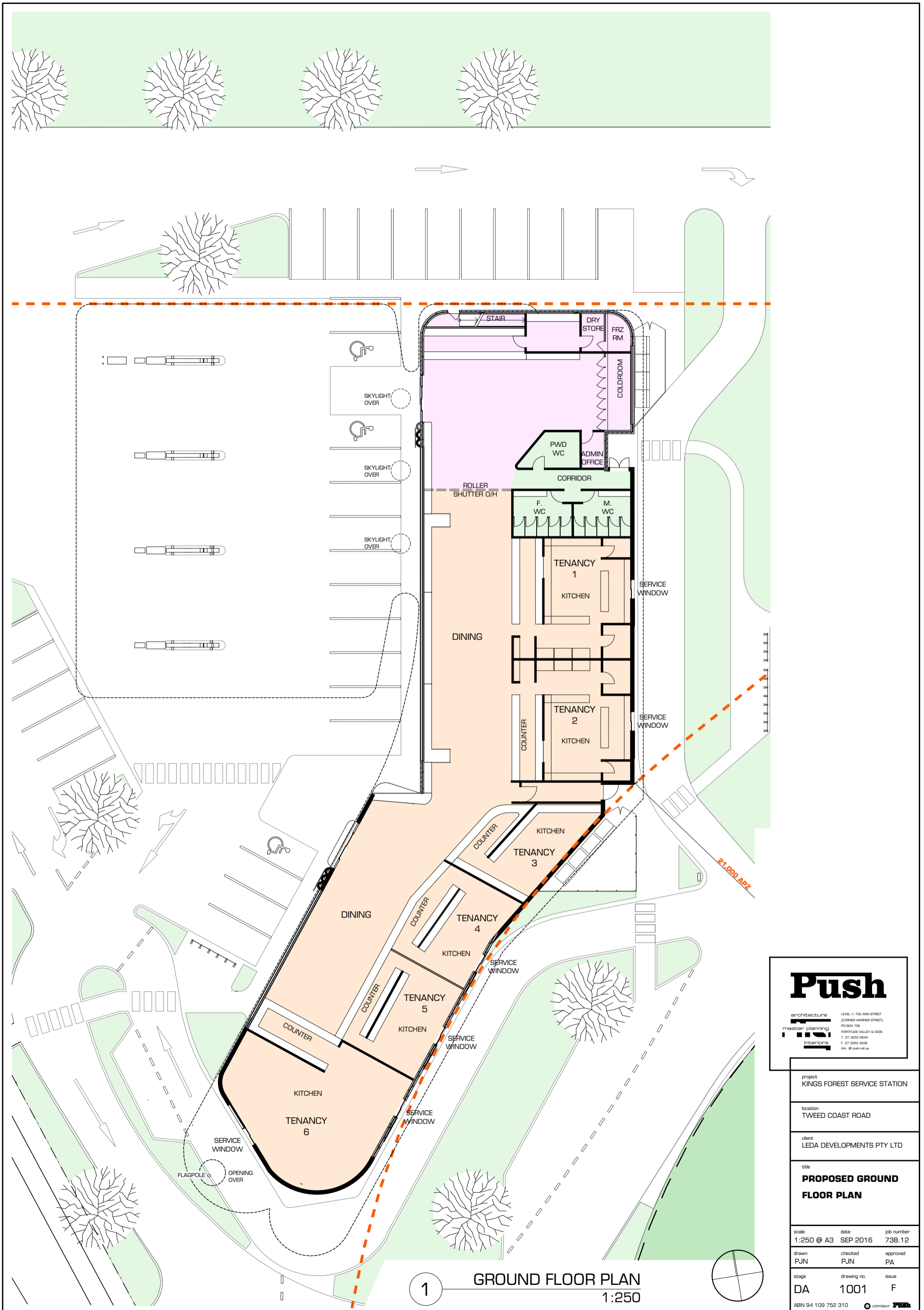
AREAS	
TOTAL SITE AREA	10870 m ²
GFA	998 m ²
TOTAL STRUCTURAL BUILDING FOOTPRINT	APPROX 1974 m ²
CARWASH & DOG WASH	APPROX. 150 m ²

PARKING	
GENERAL CARPARKING BAYS	36
STAFF CARPARKING BAYS	17
PWD CARPARKING BAYS	3
TOTAL CARPARKING BAYS	56
BICYCLE PARKING CAPACITY	20 BIKES



project	KINGS FOREST SERVICE STATION	
location	TWEED COAST ROAD	
client	LEDA DEVELOPMENTS PTY LTD	
title	PROPOSED SITE PLAN	
scale	date	job number
1:500 @ A3	SEP 2016	738.12
drawn	checked	approved
PJN	PJN	PA
stage	drawing no.	issue
DA	1000	M
ABN 94 109 752 310		

1 SITE PLAN
1:500



1

GROUND FLOOR PLAN
1:250

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architecture
 master planning
 interiors

LEVEL 1/ 702 ANN STREET
 (CORNER WAVERLEY STREET)
 PO BOX 726
 FORTITUDE VALLEY Q.4006
 T 07 3252 0949
 F 07 3252 0626
 info @ pushinc.au

project
KINGS FOREST SERVICE STATION

location
TWEED COAST ROAD

client
LEDA DEVELOPMENTS PTY LTD

title
PROPOSED GROUND FLOOR PLAN

scale
1:250 @ A3

date
SEP 2016

job number
738.12

drawn
PJN

checked
PJN

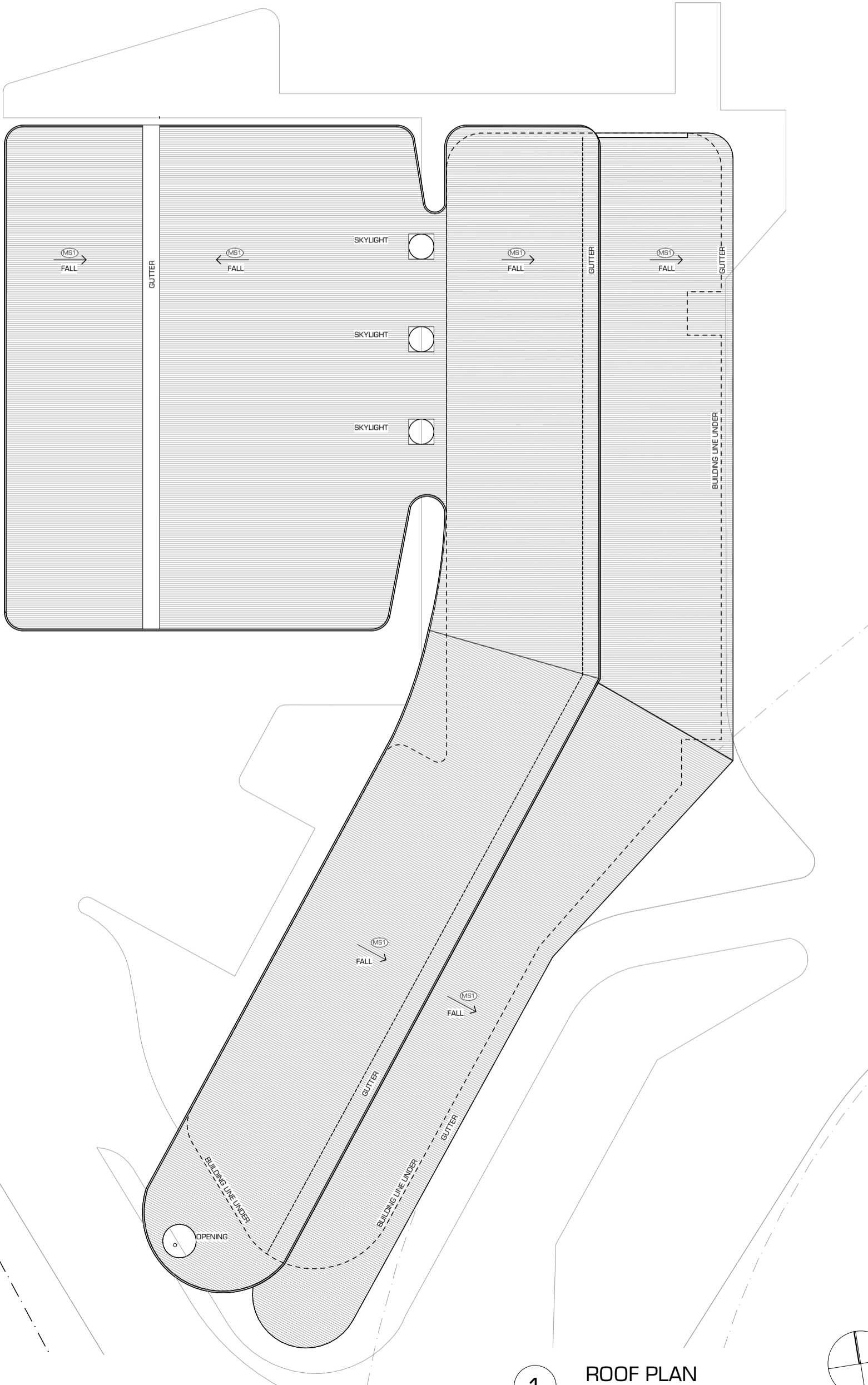
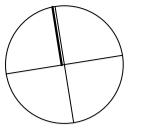
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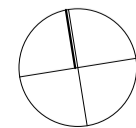
drawing no.
1001

issue
F

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1 ROOF PLAN
1:250



Push
 architecture
 master planning
 interiors

LEVEL 1/ 702 ANN STREET
 (CORNER WAVERLEY STREET)
 PO BOX 726
 FORTITUDE VALLEY Q 4006
 T 07 3252 0949
 F 07 3252 0626
 info @ pushinc.au

project
KINGS FOREST SERVICE STATION

location
TWEED COAST ROAD

client
LEDA DEVELOPMENTS PTY LTD

title
PROPOSED ROOF PLAN

scale
1:250 @ A3

date
SEP 2016

job number
738.12

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approved
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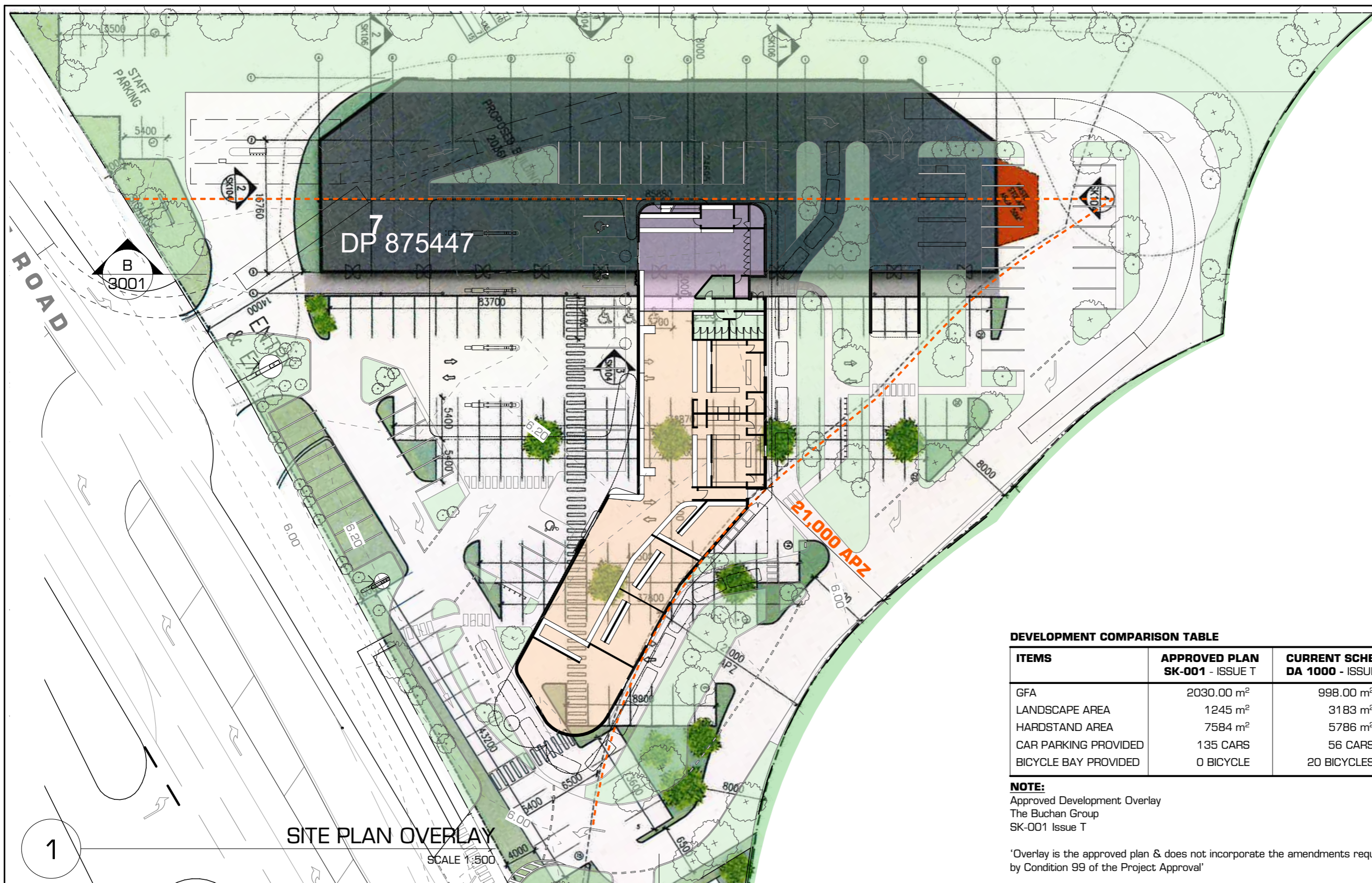
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drawing no.
1003

issue
C

ABN 94 109 752 310





SITE PLAN OVERLAY
SCALE 1:500

DEVELOPMENT COMPARISON TABLE

ITEMS	APPROVED PLAN SK-001 - ISSUE T	CURRENT SCHEME DA 1000 - ISSUE M
GFA	2030.00 m ²	998.00 m ²
LANDSCAPE AREA	1245 m ²	3183 m ²
HARDSTAND AREA	7584 m ²	5786 m ²
CAR PARKING PROVIDED	135 CARS	56 CARS
BICYCLE BAY PROVIDED	0 BICYCLE	20 BICYCLES

NOTE:
Approved Development Overlay
The Buchan Group
SK-001 Issue T

'Overlay is the approved plan & does not incorporate the amendments required by Condition 99 of the Project Approval'

Push

architecture
master planning
interiors
LEVEL 1/ 702 ANA STREET
(CORNER WARNER STREET)
PO BOX 728
FORTITUDE VALLEY Q 4006
T 07 3252 0949
F 07 3252 0628
info @ push.net.au

project
KINGS FOREST SERVICE STATION

location
TWEED COAST ROAD

client
LEDA DEVELOPMENTS PTY LTD

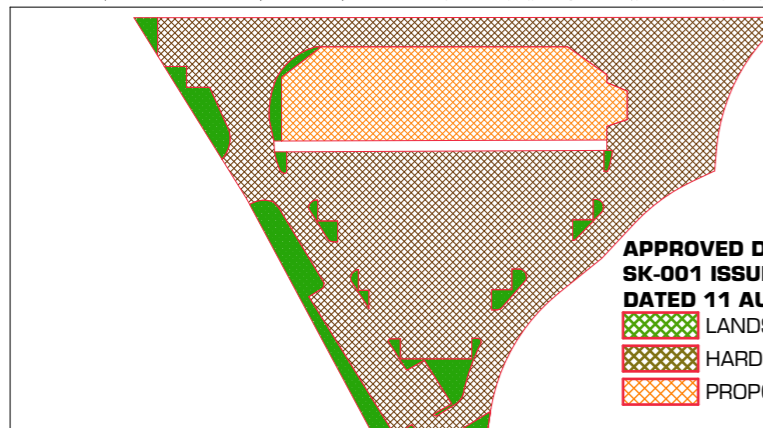
title
PLAN OVERLAY 1

scale 1:500 @ A3 date SEP 2016 job number 738.12

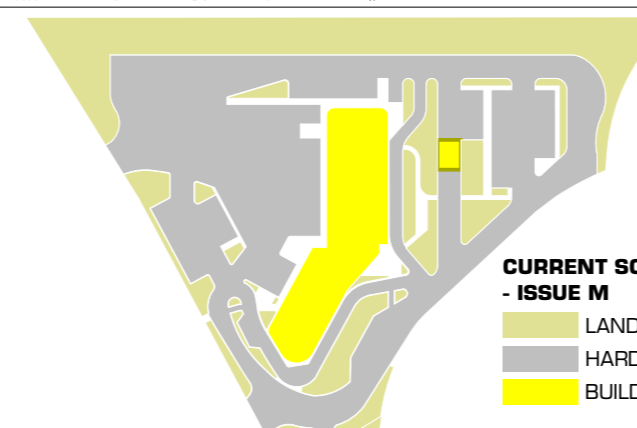
drawn JT checked JT approved PA

stage DA drawing no. 1101 issue A

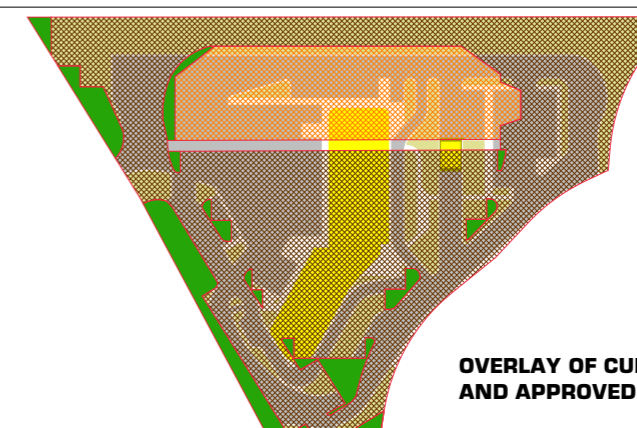
ABN 94 109 752 310 copyright



**APPROVED DA PLAN
SK-001 ISSUE T
DATED 11 AUGUST 2013**
 [Pattern] LANDSCAPE AREA
 [Pattern] HARDSTAND AREA
 [Pattern] PROPOSED BUILDING



**CURRENT SCHEME DA 1000
- ISSUE M**
 [Color] LANDSCAPE AREA
 [Color] HARDSTAND AREA
 [Color] BUILDING FOOTPRINT



**OVERLAY OF CURRENT
AND APPROVED PLANS**



DEVELOPMENT COMPARISON TABLE

ITEMS	REVISED SK-001 - ISSUE T	CURRENT SCHEME DA 1000 - ISSUE M
GFA	1956 m ²	998.00 m ²
LANDSCAPE AREA	2910 m ²	3183 m ²
HARDSTAND AREA	5958 m ²	5786 m ²
CAR PARKING PROVIDED	106 CARS	56 CARS
BICYCLE BAY PROVIDED	0 BICYCLE	20 BICYCLES

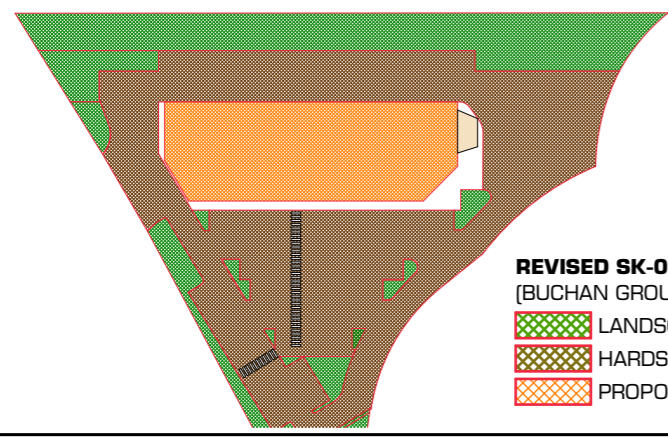
NOTE:
Development Overlay

'Overlay is the Revised SK-001 with incorporated amendments required by Condition 99 of the Project Approval'

Push
architecture
master planning
interiors

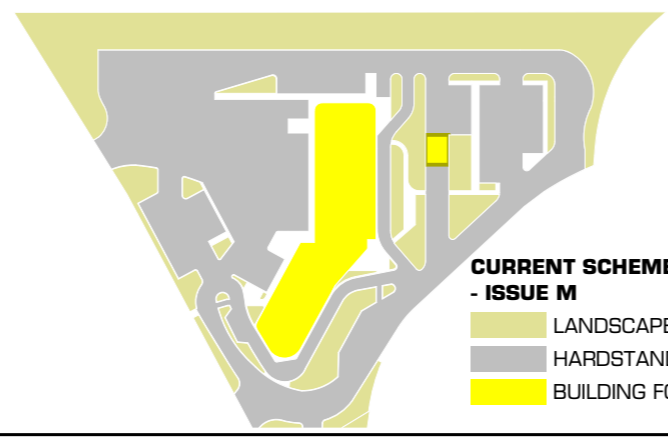
LEVEL 1/ 732 ANA STREET
(CORNER WARNER STREET)
PO BOX 726
FORTITUDE VALLEY Q 4006
T 07 3252 0949
F 07 3252 0628
info @ push.net.au

project	KINGS FOREST SERVICE STATION	
location	TWEED COAST ROAD	
client	LEDA DEVELOPMENTS PTY LTD	
title	PLAN OVERLAY 2	
scale	date	job number
1:500 @ A3	SEP 2016	738.12
drawn	checked	approved
JT		PA
stage	drawing no.	issue
DA	1102	A
ABN 94 109 752 310		



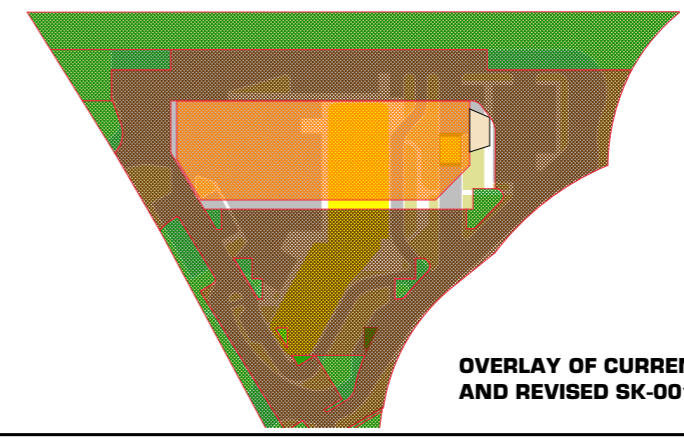
REVISED SK-001 - ISSUE T
(BUCHAN GROUP PLAN)

- LANDSCAPE AREA
- HARDSTAND AREA
- PROPOSED BUILDING

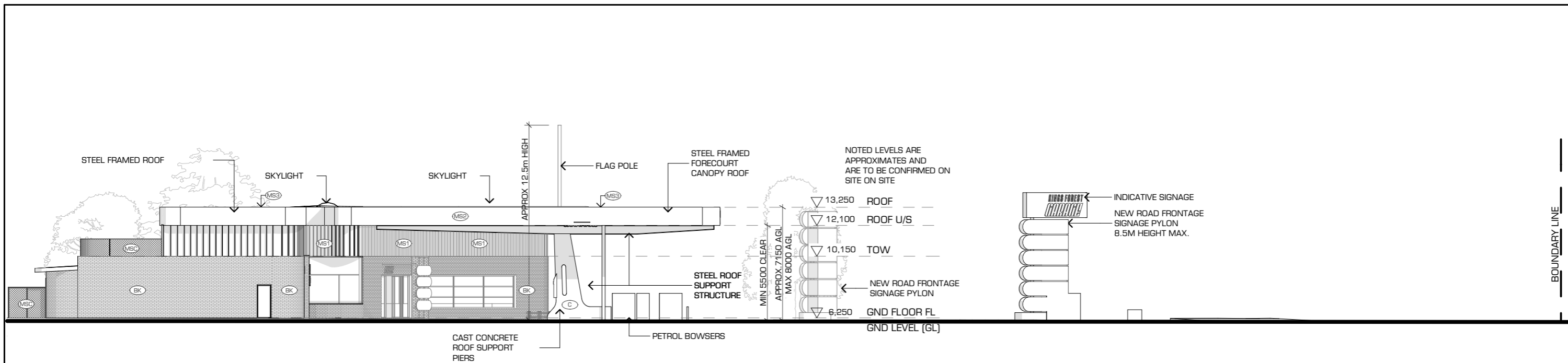


CURRENT SCHEME DA 1000
- ISSUE M

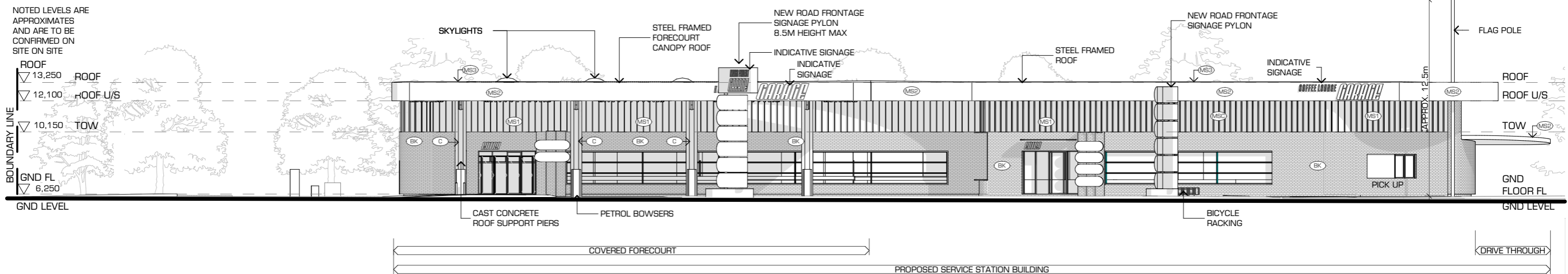
- LANDSCAPE AREA
- HARDSTAND AREA
- BUILDING FOOTPRINT



OVERLAY OF CURRENT DA 1000 AND REVISED SK-001 PLANS



1 North
1:250



2 West
1:250

KINGS FOREST SERVICE STATION

TWEED COAST ROAD

LEDA DEVELOPMENTS PTY LTD



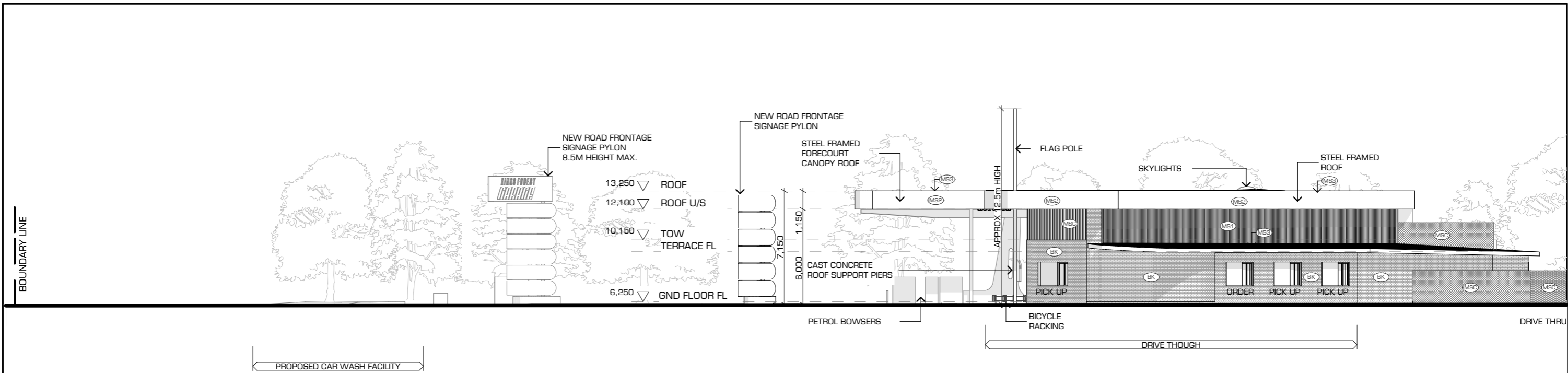
t 617 3252 0949 f 617 3252 2636 e info@push.net.au

Scale 1:250@A3 Date SEP 2016 Job Number 738.12
 Drawn PN Stage DA Drawing No. 2001 Issue E

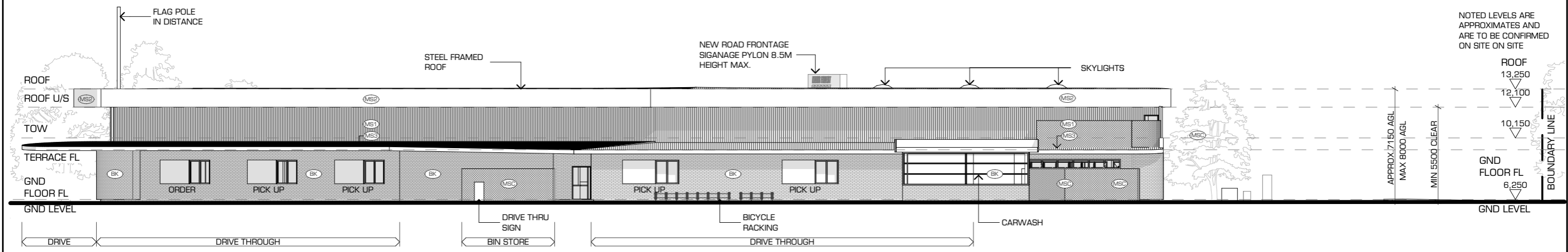
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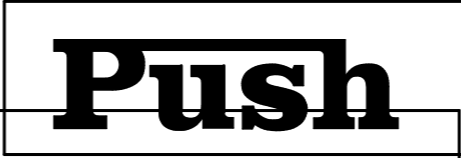
2 South
1:250



1 East
1:250

KINGS FOREST SERVICE STATION

TWEED COAST ROAD



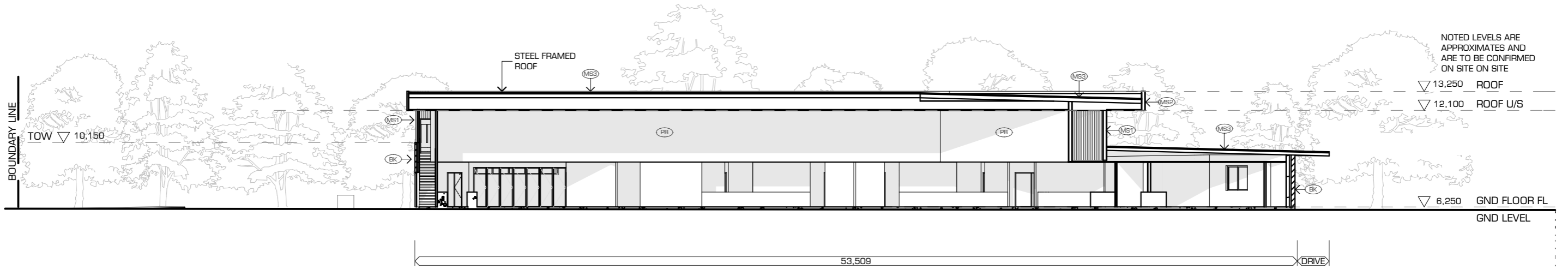
t 617 3252 0949 f 617 3252 2636 e info@push.net.au

Scale	Date	Job Number
1:250@A3	SEP 2015	738.12
Drawn	Stage	Drawing No.
PN	DA	2002
		Issue
		E

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NORTH WEST PERSPECTIVE
 VIEW FROM SITE ENTRY
 TOWARDS FORECOURT CANOPY

KINGS FOREST SERVICE STATION

TWEED COAST ROAD

LEDA DEVELOPMENTS PTY LTD

Push

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Scale	Date	Job Number	
NTS	SEP 2016	738.12	
Drawn	Stage	Drawing No.	Issue
PN	DA	4001	C

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1

SOUTH WEST PERSPECTIVE
VIEW FROM CARPARK / FORECOURT

KINGS FOREST SERVICE STATION

TWEED COAST ROAD

LEDA DEVELOPMENTS PTY LTD



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Scale	Date	Job Number	
NTS	SEP 2016	738.12	
Drawn	Stage	Drawing No.	Issue
PN	DA	4002	

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1 SOUTH WEST PERSPECTIVE
VIEW FROM TWEED COAST ROAD

KINGS FOREST SERVICE STATION

TWEED COAST ROAD

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 t 617 3252 0949 f 617 3252 2636 e info@push.net.au

Scale	Date	Job Number	
NTS	SEP 2016	738.12	
Drawn	Stage	Drawing No.	Issue
PN	DA	4003	

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1 NORTH WEST PERSPECTIVE
VIEW FROM TWEED COAST ROAD

KINGS FOREST SERVICE STATION

TWEED COAST ROAD

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 t 617 3252 0949 f 617 3252 2636 e info@push.net.au

Scale	Date	Job Number	
NTS	SEP 2016	738.12	
Drawn	Stage	Drawing No.	Issue
PN	DA	4004	

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