

cityscapeplanning+projects

STATEMENT OF ENVIRONMENTAL EFFECTS

PROPOSED VEHICLE SALE PREMISES

1 WILLET CLOSE, CRANEBROOK

DECEMBER 2018

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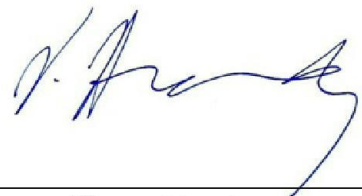
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cityscape planning + projects, 2018

This report is provided to accompany a Development Application to be lodged on the subject land and is to be used for that purpose solely and for the client exclusively. No liability is extended for any other use or to any other party. Whilst the report is derived in part from our knowledge and expertise, it is based on the conditions prevailing at the time of the Report and upon the information provided by the client.

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1.0 INTRODUCTION

Cityscape Planning + Projects has been engaged to prepare a Statement of Environmental Effects to accompany a Development Application to be lodged on the subject site.

The report has been compiled, through on ground investigations, research, analysis and discussions with planning officers from Penrith City Council and is to be read in conjunction with the accompanying plans and reports.

2.0 THE SUBJECT SITE

The subject site is a medium sized and irregular shaped parcel of land located on the south eastern corner of Renshaw St and Willet Close. A plan showing the locality of the site is provided at Figure 1.

The site is known as No.1 Willet Close, St, Cranebrook but has the following real property description.

Lot: 10 **DP:** 286568

Figure 2 and 3 provide a cadastral plan and aerial photo of the site.

FIGURE 1: LOCATION OF SITE

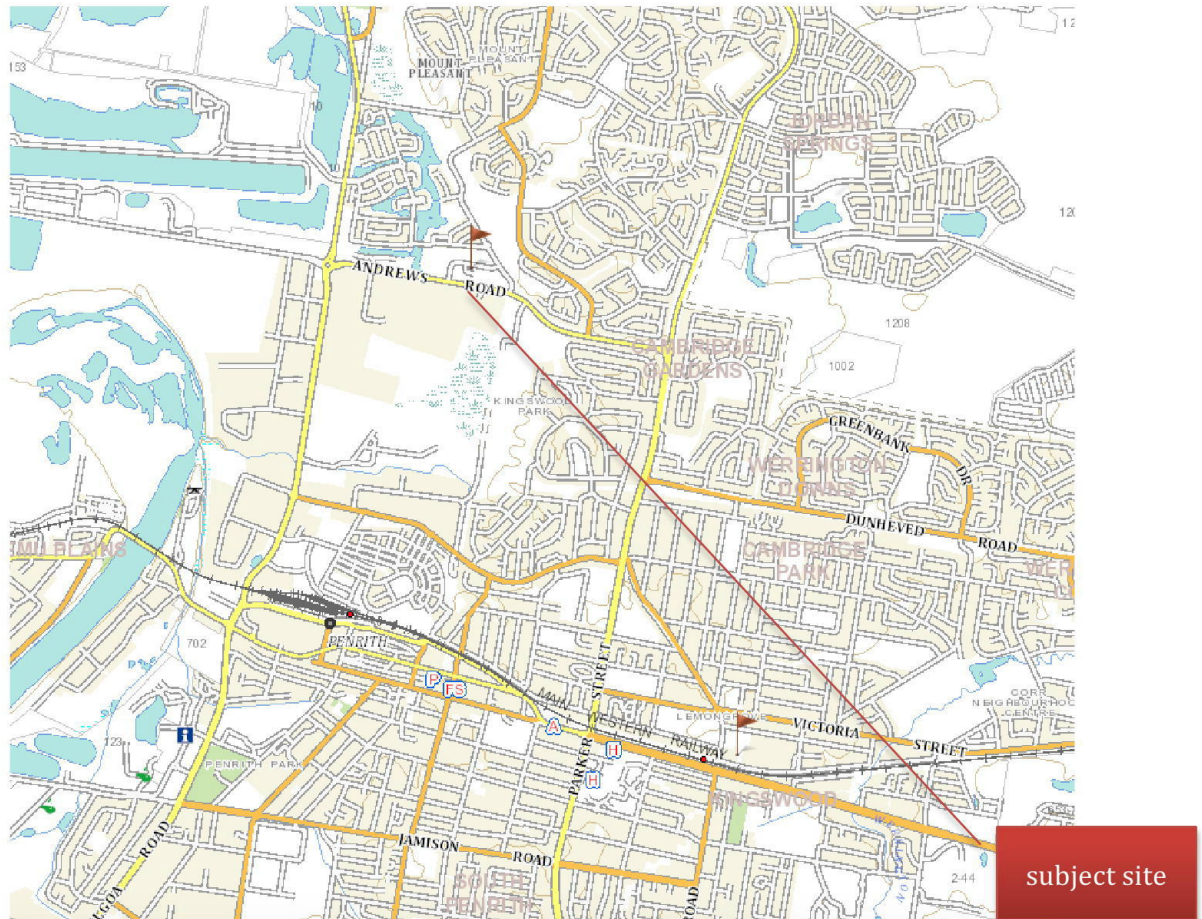


FIGURE 2: CADASTRAL + TOPOGRAPHIC PLAN

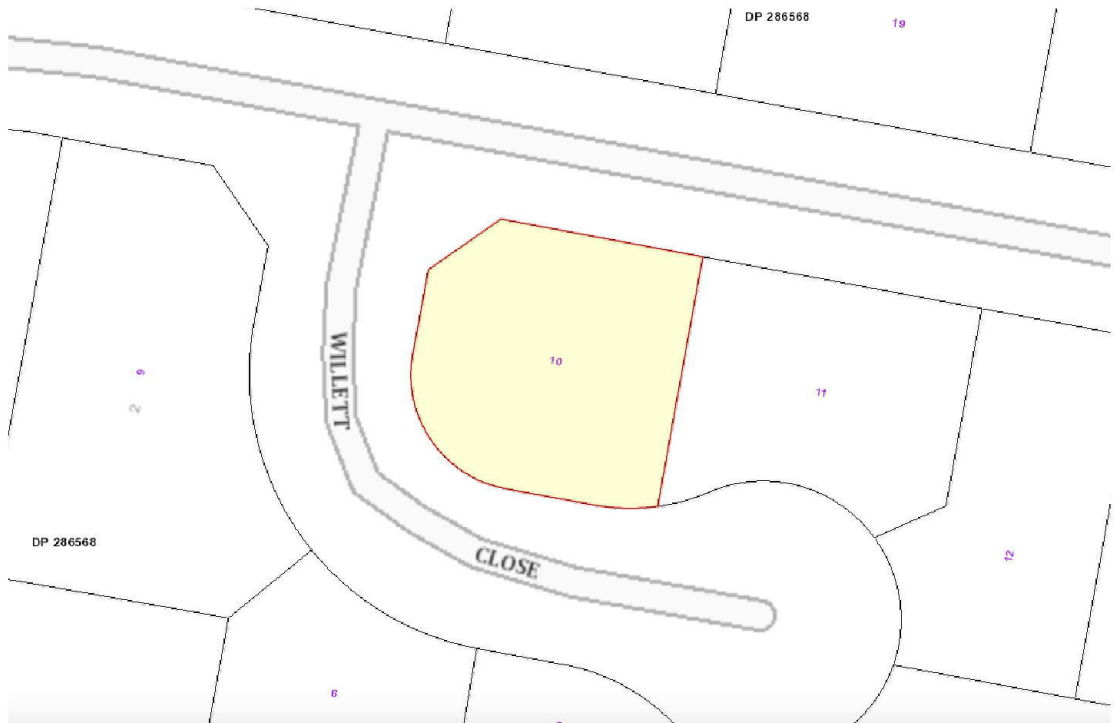


FIGURE 3: AERIAL PHOTO



3.0 DEVELOPMENT PROPOSAL

The applicant seeks Council consent for the development of a motor vehicle sale premises that involves the construction of a small two level building that provides a workshop and administration facilities.

The display area will be located in the western sections of the site and will nominally provide enough display area for approximately 8-10 recreational vehicles (motorhomes).

The development provides a total of 222m² of Gross Floor Area (GFA) and 5 car parking spaces.

The front elevation of the proposed warehouse is provided in the image below:

FIGURE 4: ARTISTS IMPRESSION



No servicing or hire of vehicles will be undertaken as part of the development. Rather, employees will drive all vehicles to the site. The workshop shall only be utilised for minor detailing with all significant servicing and repair works being undertaken off site.

The development proposal also incorporates integrated landscape and stormwater management plans.

The proposed operating hours are as follows:

Sunday to Monday: 8AM-6PM

The development is likely to provide a maximum of two employees on site at any one time.

4.0 STATUTORY SITUATION

4.1 ZONING

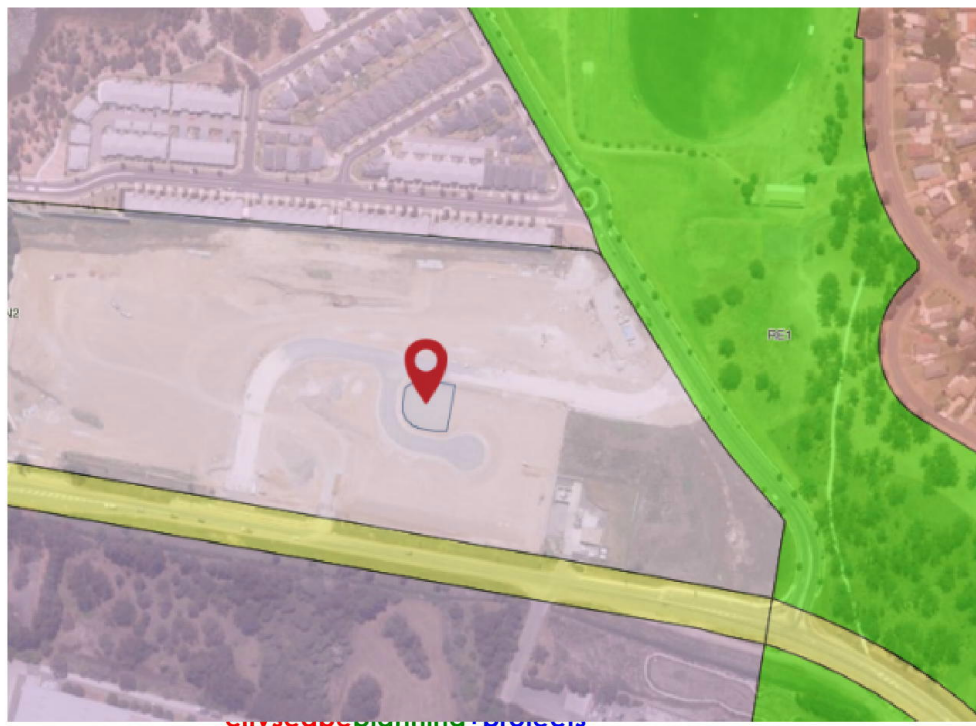
The subject site is zoned **IN2 Light Industrial** pursuant to Penrith LEP 2010. An extract of the relevant zone map is provided at Figure 5.

The land use table to this zone identifies a *vehicle sales or hire premises* as permissible land uses in the B6 zone. The dictionary to the LEP provides the following definition for this land use:

vehicle sales or hire premises means a building or place used for the display, sale or hire of motor vehicles, caravans, boats, trailers, agricultural machinery and the like, whether or not accessories are sold or displayed there.

This definition is entirely consistent with the development as outlined at Section 3.0 of this report. Accordingly, it can be determined that the development provides a permissible land use in the zone and as such Council can approve the development

FIGURE 5: EXTRACT OF ZONING MAP



5.0 SITE ANALYSIS

5.1 SITE DIMENSIONS

The site is a large irregular shaped parcel with a total area of 1060m². It has a frontage of 26.095m to Renshaw St and a depth of 32.185m along its eastern boundary.

5.2 TOPOGRAPHY

Site contours and spot levels are provided as part of the plans that accompany this DA and demonstrate that the site has a very limited grade or slope, although does slope gradually downward from the south to the north.

5.3 DRAINAGE & FLOODING

The site is not flood prone and does not accommodate any natural drainage line and but sits within the Waterside drainage system and therefore has close proximity to defined drainage channels to the south and east of the site. An overview of the site topography and drainage is provided at Figure 1.

5.4 VEGETATION

The site has been cleared of all trees and vegetation as part of previous development of the site and broader precinct. The absence of vegetation is evident in the aerial photo provided at Figure 3 and photos of site provided at Figures 4-5.

FIGURE 4-5: PHOTO OF SITE FROM RENSHAW STREET



5.5 EXISTING DEVELOPMENT

The site is currently vacant and does not accommodate any built form or land use, however does enjoy access to a new road at three frontages.

5.6 ABORIGINAL & EUROPEAN HERITAGE

However, neither the site nor lands within the immediate vicinity of the site are identified as containing any identified items of European or Aboriginal heritage.

5.7 SERVICES & INFRASTRUCTURE

The site forms part of an emerging urban precinct and as such enjoys access to a full range of urban services such as Power and communication as well as access to *Sydney Waters* reticulated water and sewer services.

The northern boundary of the site also borders a drainage easement that facilitates trunk drainage of the broader precinct and also separates the industrial and residential section of the Waterside estate.

5.8 ADJACENT DEVELOPMENT

The site sits within an emerging industrial type precinct but is located in close proximity to existing residential development to the north and east. The proximity to this residential development is demonstrated at the Figure 6.

FIGURE 6: ADJACENT DEVELOPMENT



FIGURE 7: BUSHFIRE HAZARD



5.9 HAZARDS & NUISANCE

The site is identified as being bushfire prone land on the relevant Council map. An extract of the relevant map is provided at Figure 7.

The site is not exposed to any other conceivable risk from hazard or nuisance.

6.0 PLANNING ASSESSMENT

6.1 THE PROVISION OF ANY ENVIRONMENTAL PLANNING INSTRUMENT

6.1.1 SEPP No 55 – REMEDIATION OF LAND

The object of this Policy is to provide for a State wide planning approach to the remediation of contaminated land. In particular, this Policy aims to promote the remediation of contaminated land for the purpose of reducing the risk of harm to human health or any other aspect of the environment:

- (a) by specifying when consent is required, and when it is not required, for a remediation work, and
- (b) by specifying certain considerations that are relevant in rezoning land and in determining development applications in general and development applications for consent to carry out a remediation work in particular, and
- (c) by requiring that a remediation work meet certain standards and notification requirements

The site has undergone extensive planning and analysis as part of previous rezoning and parent subdivision processes. These previous planning processes have resolved concerns with regard for any potential of contamination.

No subsequent use or development has occurred that would raise any potential for contamination.

6.1.2 SREP 20 – HAWKESBURY NEPEAN RIVER

The aim of this plan is to protect the environment of the Hawkesbury-Nepean River system by ensuring that the impacts of future land uses are considered in a regional context.

It seeks to achieve this by providing a series of strategies and planning controls that all development must be considered against.

The site sits within a comprehensive drainage system that has been designed to ensure that no adverse water quality impacts arise. The development also provides a concept stormwater plan that connects to the existing street based drainage network and broader trunk drainage system.

The development should therefore have no legible impact upon local or regional stormwater quality.

Accordingly, the development causes no inconsistency with the SREP.

6.1.3 PENRITH LEP 2010

The relevant provisions of the SEPP are provided below together with an assessment of the development against those provisions.

PART 2 PERMITTED OR PROHIBITED

2.3 Zone objectives and land use table

Zone IN2 Light Industrial

1 Objectives of zone

- *To provide a wide range of light industrial, warehouse and related land uses.*
- *To encourage employment opportunities and to support the viability of centres.*
- *To minimise any adverse effect of industry on other land uses.*
- *To enable other land uses that provide facilities or services to meet the day to day needs of workers in the area.*
- *To support and protect industrial land for industrial uses.*
- *To promote development that makes efficient use of industrial land.*
- *To limit the impact of industrial development on adjacent residential areas, in terms of its built form, scale, acoustic and visual privacy and air quality.*

COMMENT:

The development provides a small industrial type building and land use that will provide new local employment opportunities.

The site does not possess any significant natural environmental features and all stormwaters can be managed as part of the development without adverse impact upon the local environment.

The site is located in close proximity to residential and open spaces land uses, however, is serviced by its precinct specific road network that ensures that all vehicle movements to and from the site will be managed with the industrial area.

Further, the existing acoustic wall located to the north of the site will mitigate adverse noise impacts with adjacent land uses.

The development therefore causes no inconsistency with the zone objectives.

PART 4 PRINCIPAL DEVELOPMENT STANDARDS

4.3 Height of buildings

(1) The objectives of this clause are as follows:

- (a) to ensure the height of buildings is compatible with that of adjoining development and the overall streetscape,**
- (b) to minimise the impact of overshadowing, visual impact, and loss of privacy on adjoining properties and open space areas.**

(2) The height of a building on any land is not to exceed the maximum height shown for the land on the Height of Buildings Map.

An extract of the LEP map is provided at Figure 8 and demonstrates that the LEP provides a maximum building height of 12m.

The development provides a maximum building height of 7.08m and therefore readily complies with the relevant development standard.

PART 5 MISCELLANEOUS PROVISIONS

Not relevant to the site or its development

PART 6 URBAN RELEASE AREAS

Not relevant to the site or its development

FIGURE 8: LEP HEIGHT MAP

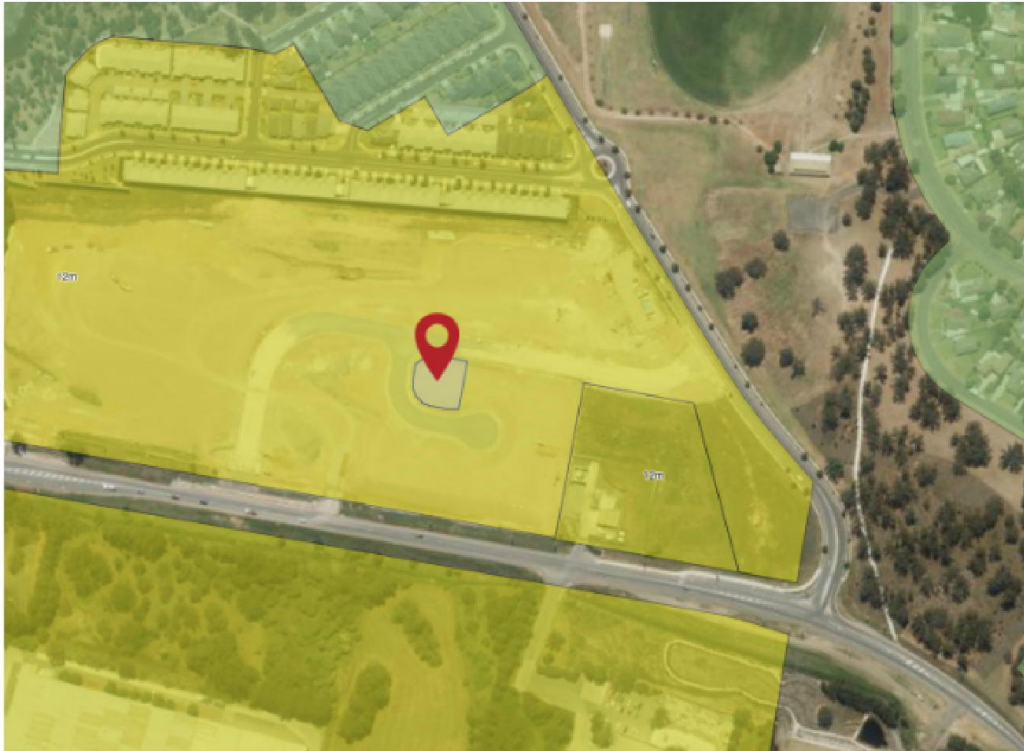
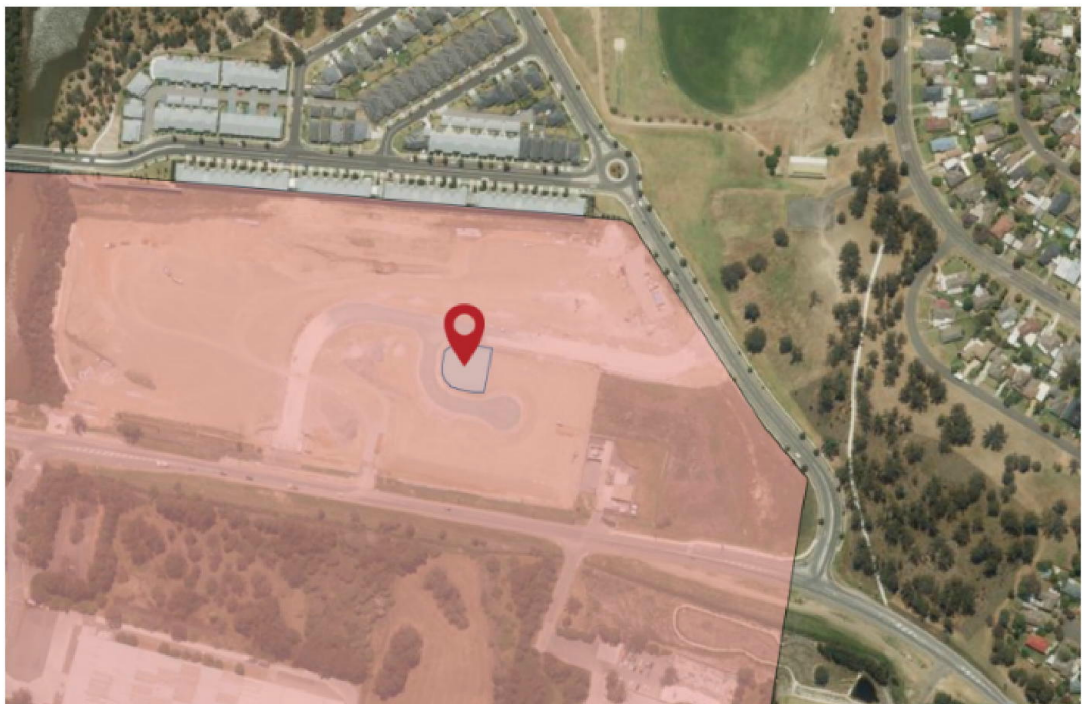


FIGURE 9: LEP SCENIC AND LANDSCAPE VALUES MAP



PART 7 ADDITIONAL LOCAL PROVISIONS

7.1 Earthworks

(1) The objectives of this clause are as follows:

- (a) to ensure that earthworks for which development consent is required will not have a detrimental impact on environmental functions and processes, neighbouring uses, cultural or heritage items or features of the surrounding land,**
- (b) to allow earthworks of a minor nature without separate development consent.**

The development does not propose any extensive earthworks other than standard works undertaken as part of any industrial construction process and as such would not be expected to have any significantly adverse impacts upon the environment.

7.4 Sustainable development

In deciding whether to grant development consent for development, the consent authority must have regard to the principles of sustainable development as they relate to the development based on a “whole of building” approach by considering each of the following:

- (a) conserving energy and reducing carbon dioxide emissions,**
- (b) embodied energy in materials and building processes,**
- (c) building design and orientation,**
- (d) passive solar design and day lighting,**
- (e) natural ventilation,**
- (f) energy efficiency and conservation,**
- (g) water conservation and water reuse,**
- (h) waste minimisation and recycling,**

- (i) reduction of vehicle dependence,**
- (j) potential for adaptive reuse.**

The development incorporates the following sustainability measures:

- Harvests rainwater in underground tank for reuse as part of landscaping irrigation.
- Windows in the northern elevation across both levels to provide
- Awning over window to western elevation to reduce heat loads from hot summer sun
- natural daylight and reduce energy demands
- Limited cut and fill response
- Section J of BCA to be achieved
- Pre fabricated construction to minimise wastes
- Retention of all existing street tree
- Use of water efficient plantings as part of new landscaping

7.5 Protection of scenic character and landscape values

(1) The objectives of this clause are as follows:

(a) to identify and protect areas that have particular scenic value either from major roads, identified heritage items or other public places,

(b) to ensure development in these areas is located and designed to minimise its visual impact.

(2) This clause applies to land identified as “Land with scenic and landscape values” on the Scenic and Landscape Values Map.

(3) Development consent must not be granted for any development on land to which this clause applies unless the consent authority is satisfied that measures will be taken, including in relation to the location and design of the development,

to minimise the visual impact of the development from major roads and other public places.

The site is identified as possessing scenic and landscape values on the relevant LEP map. An extract of that map is provided at Figure 9.

The development sits within an emerging industrial precinct and its identification on the scenic protection is assumed to be a consequence of its proximity to the visual catchment of the Nepean River.

However, the site is located approx. 2km from the Nepean River adjoins other urban development. Accordingly, the proposed development will simply be absorbed into the built landscape that forms part of that adjacent development.

Therefore, the development is considered to have very limited potential to cause to cause adverse visual impacts to the riverine corridor and scenic landscape value of the local and broader area.

Nevertheless, the following visual mitigation measures are associated with the site, and its development:

- Site is located within an emerging industrial estate that provides very large building footprints. The site therefore has an ability to accommodate significant new building volume without causing adverse visual impact.
- Low site coverage (10.37%) percentage of built form reduces the portion of building volume that the site would otherwise be expected to accommodate.
- Existing and future built forms will screen the proposed development from the Riverine corridor

- Setbacks that exceed the DCP requirements and the location of other built forms in the broader precinct ,which will ultimately screen the development from view from Andrews Rd.

7.22 Waterside

(1) The objectives of this clause are as follows:

(a) to provide an acoustic, physical and visual buffer between industrial and residential development,

(b) to require a built form that protects the amenity (particularly with respect to noise) of residential development at Waterside.

(2) This clause applies to land identified as “Waterside” on the Clause Application Map.

(3) Despite any other provision of this Plan, the consent authority must not consent to development on land in Zone IN2 Light Industrial that is part of the land to which this clause applies unless the consent authority is satisfied that the carrying out of activities in the development will not generate any increase in existing background noise levels.

The development proposal is not one that is expected to generate any significant noise levels.

Nevertheless, the presence of the existing acoustic barrier to the north of the site should mitigate any adverse noise impacts.

6.2 THE PROVISIONS OF ANY DRAFT PLANNING INSTRUMENT

The Department of Planning & Environment have recently released a Draft SEPP (Environment) that seeks to protect and manage our natural environment. This Draft SEPP applies to the subject site.

However, the Draft SEPP does not necessarily seek to introduce new planning controls but rather simply seeks to consolidate several SEPP's including SREP 20 – Hawkesbury Nepean.

Accordingly, the development proposes no inconsistency with that Draft SEPP.

6.3 THE PROVISIONS OF ANY DEVELOPMENT CONTROL PLANS

PENRITH DCP 2014:

C1: SITE PLANNING AND DESIGN PRINCIPLES

The site sits within a newly emerging industrial precinct and has undergone significant planning and analysis as part of the rezoning and parent subdivision.

A Site Analysis Plan accompanies the application.

The design proposal responds to key site planning issues identified as part of site analysis and parent subdivision stages

C2: VEGETATION MANAGEMENT

The site has been cleared of all trees and vegetation as part of previous development of the site.

C3. WATER MANAGEMENT

The site is not exposed to any flood hazard, or overland flow and is not located in close proximity to any natural watercourse or riparian area.

A stormwater management plan has been prepared and show that all drainage on the site is to be collected in a pit and pipe network and then conveyed to the street drainage network.

Pre DA advice provided by Council indicated that neither site or its development warranted the implementation of On Site Detention (OSD) or Water Sensitive Design (WSUD) measures.

C4 LAND MANAGEMENT

Standard construction measures shall be implemented to ensure the site is protected from erosion and sedimentation during that stage of development.

An erosion and sedimentation control plan is provided as part of the development application.

The site presents no current or historical use that presents potential for contamination.

C5.WASTE MANAGEMENT

A Waste Management Plan (WMP) for the construction stage of the development accompanies the development application.

The development does not generate any significant waste volumes or streams.

All waste bins can be accommodated within the building footprint.

C6. LANDSCAPE DESIGN

A Landscape Concept Plan accompanies the application and provides for a mix of plantings that integrates with the overall development.

The plants that will be used in the landscaping will be varieties that require low levels of maintenance and are drought resistant to reduce water use within the development.

C7. CULTURE AND HERITAGE

The site is not a heritage item nor does it adjoin or be site in close proximity to any heritage item or conservation area.

C9. ADVERTISING AND SIGNAGE

The development provides two small and simple fascia signs on the northern and western elevation of the development.

The signage is provided with the capped and frame element of the elevation and uses colours that are consistent with the broader colour scheme of the broader development.

The proposed signage is therefore considered to provide a suitable response for the scale and type of development.

C10. TRANSPORT ACCESS AND PARKING

The development will attract limited additional vehicle movements, which is likely to be in the order of 10 per day. This is well within the design capacity of the local and broader transport network.

All vehicle entry to the site will occur via Willet Close at the southern boundary.

Recreational vehicles that are to be displayed for sale will be driven to the site and displayed at the western sections as per the plan.

Any vehicles that will undergo servicing will be able to drive through the built form with entry via the south and exit via Renshaw Street.

Parking is also provided at the southern boundary. The DCP requires the parking as follows for Vehicle sale or other premises:

1 space per 100m² of display area plus 1 space per employee, plus 6 spaces per work bay.

The development will have a maximum of two employees on site at any one time and provides approximately 250m² of display area GFA and therefore generates a demand for 4.5 (5) parking spaces.

The development provides 5 parking spaces and therefore satisfies the DCP requirement.

The building does provide a workshop however this will not be used for servicing of vehicles but rather very minor detailing.

All servicing of vehicles will be undertaken off site, therefore no additional parking demand is generated by this element.

The development will attract limited additional vehicle movements, which is likely to be in the order of 10-20 per day. This is well within the design capacity of the local and broader transport network.

C12. NOISE AND VIBRATION

The development does not propose any activity that will generate significant noise above background levels.

C13. INFRASTRUCTURE AND SERVICES

The site is located in an established urban area and as such enjoys access to full suite of urban infrastructure and services including, water, energy utilities, telecommunication.

D4 INDUSTRIAL DEVELOPMENT

4.1 KEY PRECINCTS

The subject site is not located within a within a Key Precinct.

4.2 BUILDING HEIGHT

No additional controls for the site are provided in this section of the DCP.

4.3 BUILDING SETBACKS AND LANDSCAPE

C. Controls

1) Setbacks

a) Setbacks for industrial development are to be in accordance with the standards specified in Table D4.1. These setback areas are to be landscaped, but may incorporate an off-street parking area if it can be demonstrated that the location of the car parking area:

- i) Is within a setback which is at least 13 metres wide, and set behind a landscaped area which is at least 4 metres wide;
- ii) Promotes the function and operation of the development;
- iii) Enhances the overall design of the development by implementing design elements including landscaping, that will screen the parking area, and is complementary to the development; and
- iv) Does not detract from the streetscape values of the locality.

Table D4.1 identifies a requirement for a 9m setback to the primary road frontage and 5m to secondary road frontages.

The development provides its primary street address at its western boundary and the proposed building has a setback of 20.5m to that road.

The development also provides a 9.33m and 11.0m setback to the secondary frontages of Renshaw St and Willet Close (south) respectively.

Car parking is provided in this setback at the southern boundary only area and the DCP allows such an outcome under certain circumstances.

In this respect the parking is provided within a building setback of over 20m and therefore is well in excess of 13m identified by the DCP. The landscape strip does not have a width of 5m, however the site is somewhat challenging and unusual as it has three street frontages and therefore it is required to provide lengthy landscape perimeter across the entire frontage. Accordingly, it is considered that the 1.35m frontage to the three frontages provides a suitable landscape response for the site.

b) In Precincts 1 & 2 (Dunheved/St Marys), 8 (Emu Plains adjacent to Rail Station) and 10 (Kingswood) variations to the required setback areas will be considered on merit, taking account of site areas and street frontage widths, access to the site, availability of on-site parking and access areas, landscaping provision and setbacks of adjoining development.

Not relevant as the site is not located within these precincts.

2) Visual Impact of Buildings and Hardstand Areas

- a) The landscape design within setbacks should consider the scale of the building and where appropriate, select and locate plants to help reduce the bulk and scale of the building.**
- b) The visual impact of large expanses of wall should be reduced in scale by architectural treatment as well as by dense grove planting or other landscape design solutions.**
- c) Where an industrial development contains large expanses of hardstand or paved areas, the applicant must demonstrate how the development application reduces the 'heat effect' and visual impact of these large expanses.**

The availability of generously wide landscape areas to Andrews Rd allows for significant screening of the broader precinct and development site inclusive of both built forms and the car parking area.

There is also a generous landscaped splay at the corner of Renshaw St and Willet Close which adds to the landscaped quality of the site. Further, as discussed previously, the lengthy landscaped perimeter to the site also results in good landscape response for the site.

Importantly, the relatively low percentage of built form on site serves to reduce any potential visual impact of the built form component of the development.

3) Vegetation and Landscape

The site doesn't accommodate any existing trees or remnant vegetation that could be integrated into the landscape plan.

Nevertheless, the landscape design provides for large mature trees as well as shrubs and ground covers that provide for a mix of shade for site users and vegetated screening along site boundaries of the built form.

4.4. BUILDING DESIGN

A. Objectives

- a) Encourage a high standard of architectural design, utilising quality materials and finishes appropriate for the locality.**
- b) Ensure that development is undertaken in a sustainable manner, demonstrating this through the application of the Building Sustainability Index (BASIX), Green Star and/or Australian Buildings Greenhouse Ratings (now part of the National Australian Built Environment Rating System (NABERS) certification systems, where appropriate.**
- c) Ensure that new development can integrate into the existing urban fabric to contribute to the creation of a visually cohesive urban environment.**
- d) Encourage innovation in building design and the use of materials.**
- e) Encourage articulated and varied frontages to minimise perceived bulk and scale.**

The built form is to be constructed primarily of masonry material and capped with an 'alucobond' type material framed in timber.

This capped and framed design feature is also extended across other extruded elements of the elevations such as the entry doors and structural support columns.

The primary western elevation also provides significant glazed elements, which also assist break up the visual mass of that elevation and then return along the front portion of the northern and southern elevation.

The building entry is highlighted by a suspended awning that also returns along the northern and southern elevations.

These features together with the use of strongly contrasting colours ensures that the development provides significant architectural detailing and utilises a diverse material palette that provides visual interest to the broader built form from all three street elevations.

The NABERS system currently does not provide a rating tool for industrial development. Nevertheless, the building provides design features that will limit energy inputs inclusive of:

- Section J of BCA to be achieved
- Pre fabricated construction to minimise wastes

4.5. STORAGE OF MATERIALS & CHEMICALS

C. Controls

a) External storage of goods must be avoided wherever possible. Where the nature of the activity or the materials means that internal storage is impractical, all external storage areas must be located behind the front building setback. In addition, when assessing development applications involving external storage of goods, Council will take into consideration:

- i) The proposed height and on-site arrangement of stored goods;**

- ii) **Visual impact of the storage area, and how this is proposed to be minimised (orientation, screening with landscaping and/or solid fencing etc.);**
- iii) **Access arrangements; and**
- iv) **Safety issues.**

The development proposes external display of vehicles, which is a typical land use arrangement for the proposed development.

However, the development does not seek to provide excessive number of vehicles to display and all vehicles will be set behind a landscape perimeter.

The development therefore is not considered to cause any inconsistency with the DCP requirements.

b) For sites with multiple frontages, either to roads or to the main western railway line, location and orientation of external storage areas shall minimise visual impact from all potential view points (See Figures 10 and 16).

The site has an extensive street frontage on three boundaries. However, the development is able to provide a landscaped setback to each of these frontages, which mitigates any adverse visual impact of the external display.

(c) Rain water tanks are not to be visually intrusive from the main street frontage or other public areas (See Figures 10 and 16).

No above ground rain water tanks are proposed as part of the development.

d) If the development involves the storage of chemicals on the site, a Chemical Use and Storage Report may be required (See Appendix F3 – Submission Requirements for further details). A chemical use and storage report will not be required when:-

- i) The use of chemicals is for routine cleaning, and the chemicals to be used are of household or hospital grade;
- ii) The total quantity of chemicals to be routinely used or stored on the site does not exceed 100 litres;
- iii) The chemicals to be used or stored are not of sufficient acidity, alkalinity or strength to cause significant harm on skin contact, or to the environment if a spill were to occur;
- iv) The application outlines the methods proposed to be used to minimise the potential for spills.

The development does not seek to store chemicals on site.

4.6 ACCESSING AND SERVICING THE SITE

A. Objectives

- a) Ensure the safe and efficient movement into and out of an industrial development without adversely affecting the existing and future service and safety levels of the road.
- b) Ensure industrial development provides sufficient parking on-site to accommodate all parking demands generated by the development while ensuring safe and efficient movement of vehicles within the site.
- c) Encourage the development of a parking layout that enhances the function and appearance of the industrial development.
- d) Ensure that cyclist and pedestrian needs are adequately and safely accommodated in all industrial areas.

The development provides a combined entry and exit at the south eastern corner of the site. This section of Willet Close has no topographical grade change or road alignment variation that would result in loss of sight lines or safety.

There is no expected access for heavy vehicles required, however alternate ingress and egress to the site is available through the site and the proposed workshop along the eastern boundary.

Parking is provided at the southern boundary in a location that does not cause pedestrians to cross any vehicle movement path.

As such the development ensures safe pedestrian access for all site visitors.

4.7 FENCING

A. Objectives

The objective for this section is to ensure that the design and location of fencing is integrated within the development, and is suitable for its purpose and setting.

The development proposes 2.1m black, palisade type fencing on the site perimeter. Importantly the fencing will be located behind the proposed landscaping which ensure a good visual impact outcome is achieved for the site and its development.

4.8 LIGHTING

A. Objectives

The objectives of this section are to:

- a) Encourage the installation of external lighting which does not detract from the appearance of the development or amenity of the locality.**
- b) Illuminate parts of the site for security reasons and to provide increased safety in accordance with CPTED principles.**
- c) Minimise energy waste by providing the correct lighting orientation and minimising overspill lighting.**

The site will only be typically operating over standard business hours and will therefore require limited lighting.

Nevertheless, the development will provide appropriately strengthened external lighting at building entrances and public car park areas to assist in providing safety and security as well as convenience to site users.

There are no adjacent or nearby uses that would be sensitive to any lighting provided on site.

All lighting will comply with Australian Standard AS4282.

E3 CRANE BROOK

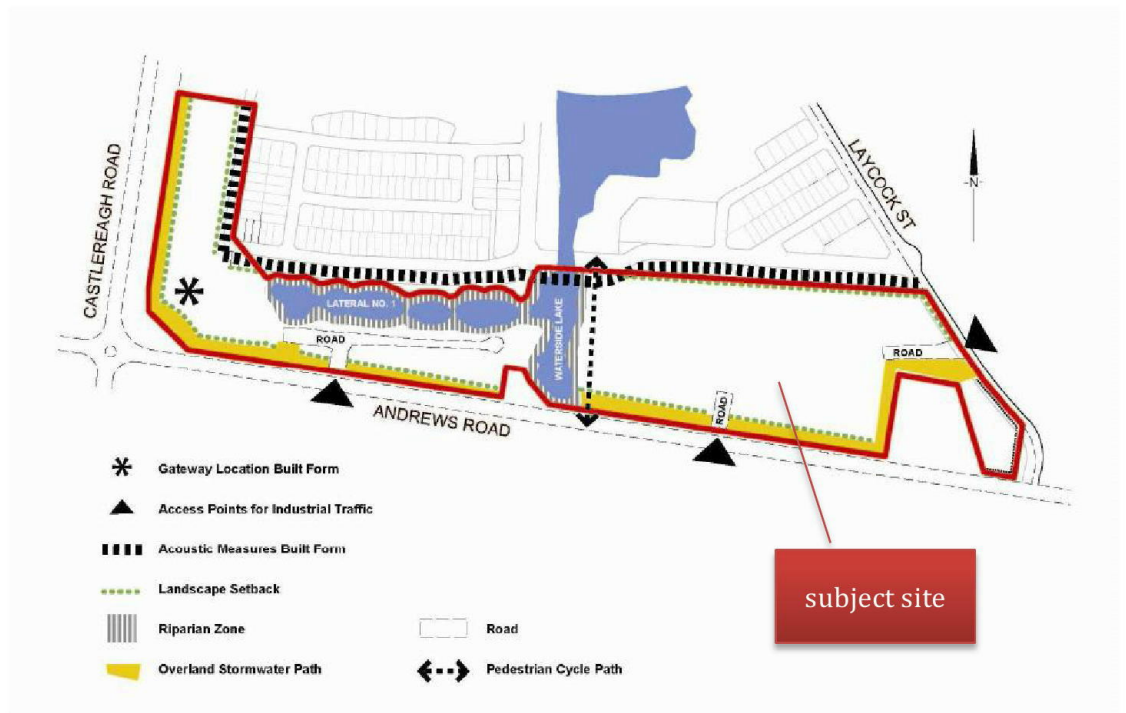
PART A WATERSIDE

3.1 WATERSIDE CORPORATE

3.1.2 Site Layout

The proposed development is entirely consistent with the site layout as provided for by Figure E3.2 of the DCP, which is represented below:

Figure E3.2: Key Design Elements (Waterside Corporate)



3.1.3 Site Development Controls

The development provides storm water management arrangements in accordance with the broader catchment and water quality requirements of the DCP.

3.1.4.5 Building Envelopes

The DCP requires a 5m building setback from all roads and the development provides its primary street address at its western boundary and the proposed building has a setback of 20.5m to that road. The development also provides a 9.33m and 11.0m setback to the secondary frontages of Renshaw St and Willet Close (south) respectively.

The development therefore readily achieves the DCP requirement.

6.4 IMPACTS OF DEVELOPMENT

6.4.1 NATURAL ENVIRONMENT

The site is located within a newly emerging industrial precinct that has had all major environmental planning issues resolved as part of the recently approved parent subdivision.

The proposed development and its future land use will not generate significant wastes, noise or air emissions.

All storm and waste-waters will be managed as part of accompanying stormwater management plans that will ensure no legible impact upon the water quality of local or regional catchments.

The development does not propose any washing of vehicles or working on engines or mechanical elements of the vehicles. Therefore, no bunded wash-bays or sumps are required.

Accordingly, the development can be considered to cause no adverse impact upon the natural environment.

6.4.2 BUILT ENVIRONMENT

The site is located within an emerging urban release area that is planned to provide larger industrial type land uses.

The development provides a contemporary industrial type building that provides significantly glazed elevations and other quality design features, particularly in the key front elevation, which will establish a high quality urban character for the emerging industrial precinct.

The development will attract limited additional vehicle movements and all proposed traffic volumes are well within the design capacity of the local and broader transport network.

Customer and staff parking will be well provided for and meets the demands of the site and its proposed future use.

It is considered that the proposed use will therefore have no adverse impact upon the local built environment.

6.4.3 SOCIAL IMPACT

The proposed subdivision is not of a scale or type that is expected to cause any significant social impacts.

6.4.4 ECONOMIC IMPACT

The proposed development will generate new local employment opportunities. Additional local employment opportunities will also be created during the construction phase.

Accordingly, the development is considered to cause positive economic benefits.

6.5 SUITABILITY OF THE SITE

The subject site is appropriately zoned and serviced to accommodate the proposed development and has undergone long term planning that has identified the site for development such as that proposed by the development.

The subject site is therefore ideally suited to the proposed development.

6.6 THE PUBLIC INTEREST

The development provides several positive outcomes that clearly indicate that it serves the Public interest. These outcomes include:

- New employment and economic opportunities for local area
- No adverse environmental impact
- Compatibility with adjacent uses

6.7 BUSHFIRE PRONE LAND

The subject site is identified as being bushfire prone on the relevant Council map. An extract of that map is provided at Figure 7.

Pursuant to clause 4.14 of the *Environmental Planning & Assessment Act, 1979*, Council can not consent that the development conforms to the specifications and requirements of *Planning for Bushfire Protection 2006* (PBP 2006).

Importantly, the site is not located in any close proximity to major bushland units and its bushfire prone status is largely related to historic hazards associated with grassland fuels on site and on adjacent lands.

However, those grass fuels have since been removed as part of approved civil works associated with the construction and delivery of the industrial subdivision within which the site now sits.

As such there is now a very limited bushfire hazard associated with the subject site.

Nevertheless, the development has been assessed against the objectives of PBP 2006 at Table 1:

TABLE 1: BUSHFIRE HAZARD ASSESSMENT

| AIMS of PBP 2006 | COMMENT |
|---|---|
| <i>(i) afford occupants of any building adequate protection from exposure to a bush fire;</i> | The development will have limited occupants as the industrial use ensures that no permanent accommodation provided on site. |
| <i>(ii) provide for a defensible space to be located around buildings;</i> | The three street frontages provides ideal defensible spaces located around the building for bushfire management purposes. |
| <i>(iii) provide appropriate separation between a hazard and buildings which, in combination with other measures, prevent direct flame contact and material ignition;</i> | The hazard has been removed as part of recent civil works associated with the approved industrial subdivision. |
| <i>(iv) ensure that safe operational access and egress for emergency service personnel and residents is available;</i> | The site enjoys access via a formed and wide road network that can adequately accommodate movement of a full range of fire fighting appliances. |

| | |
|--|---|
| <i>(v) provide for ongoing management and maintenance of bush fire protection measures, including fuel loads in the asset protection zone (aPZ); and</i> | Fuel loads have been removed as part of recent civil works associated with the approved industrial subdivision. |
| <i>(vi) ensure that utility services are adequate to meet the needs of firefighters (and others assisting in bush fire fighting).</i> | The site enjoys access to a full suite of urban services including <i>Sydney Waters</i> reticulated water supply. |

7.0 CONCLUSION

The application seeks approval to the development of an industrial type building and the use of the site as a vehicle display premises.

The subject site is a light industrial zoned parcel of land and the proposed land use is permissible within that zone.

An assessment against the provisions of Penrith LEP 2010 and its associated DCP has been undertaken and demonstrates that the development complies with the objectives and controls of that planning framework.

The development, will cause no adverse environmental impact, provides a positive social and economic impact.

There is therefore considered to good reason for Council to approve the development application.