

STATEMENT OF ENVIRONMENTAL EFFECTS

LENNOX SHOPPING CENTRE: CAR WASH TENANCY

URBIS

18 JANUARY 2019
FINAL
PREPARED FOR VICINITY CENTRES PM PTY LTD

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1. INTRODUCTION

This Statement of Environmental Effects (SEE) has been prepared on behalf of Vicinity Centres PM Pty Ltd to accompany a Development Application (DA) seeking consent for the erection of a new retail tenancy within the existing Lennox Shopping Centre car park located on the corner of Great Western Highway and Pyramid Street, Emu Plains.

This letter identifies and responds to the relevant statutory planning controls and policies that apply to the site, with particular reference to the relevant heads of consideration listed under Section 4.15 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

This letter includes the following components:

- A description of the site and its surrounds;
- A description of the proposal;
- An assessment of the proposal against the provisions of Section 4.15 of The Act; and
- A discussion of the key planning considerations and impacts of the proposal.

To gain a full understanding of the proposal this letter should be read in conjunction with the following:

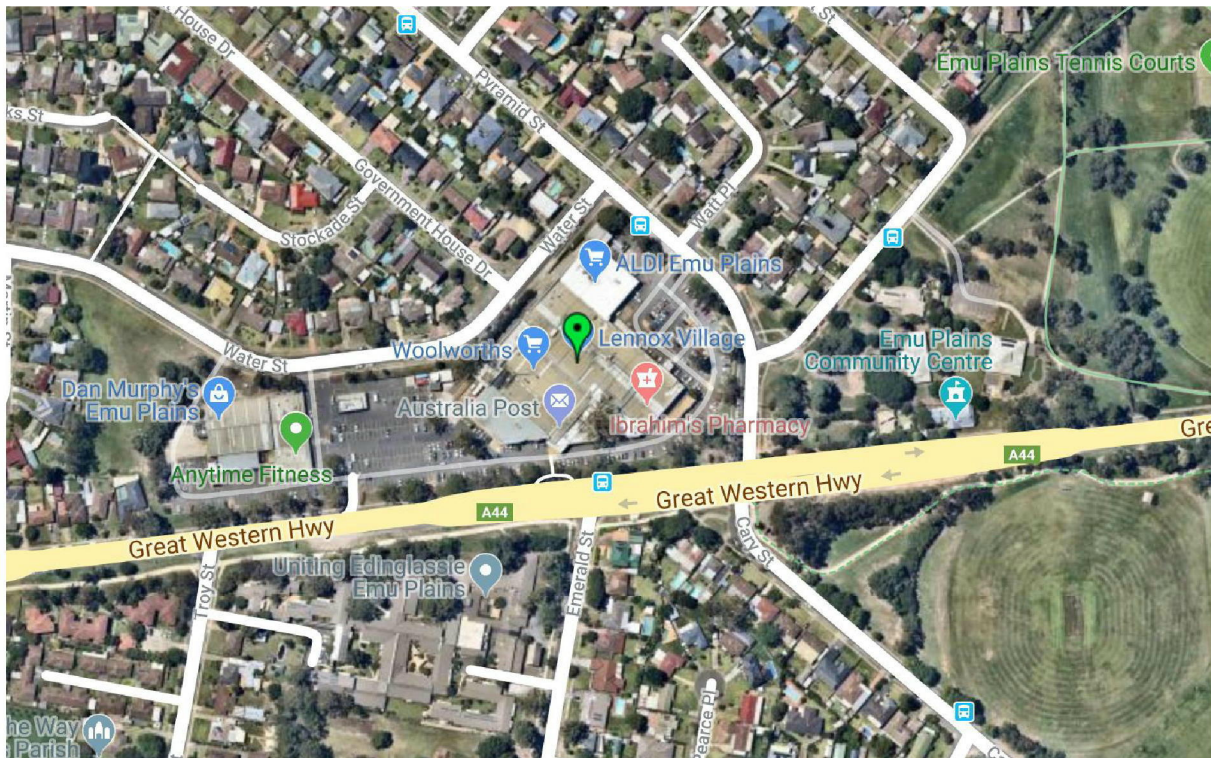
- **Appendix A** – Proposed Development Plans
- **Appendix B** – Traffic Impact Assessment

2. SITE AND SURROUNDING CONTEXT

The Lennox Village Shopping centre is located on the corner of Great Western Highway and Pyramid Road, Emu Plains, 52km west of the Sydney CBD within the Penrith Local Government Area (LGA). Lennox Village Shopping Centre comprises a single storey neighbourhood centre of 40 speciality shops as well as the major anchors of Aldi and Woolworths.

The site is legally described as Lot 1 in DP610862 and is approximately 3,371sqm in size. The site has three main frontages of 278m to Water Street, 213m to Pyramid Street and 349m to Great Western Highway.

Figure 1 – Aerial view of the site.



Source: Near Map

3. PROPOSED DEVELOPMENT

This Development Application has been proposed to facilitate the use and operation of the Lennox Village Shopping Centre as a car wash with the construction of associated infrastructure to facilitate this use. In summary development approval is sought for the following:

Use

Reuse of the existing pad shop for the purpose of a business premises (being a car wash)

Use of existing parking spaces for car wash tenancy parking and wash bay

Awning and additional Parking Spaces

- Line marking for additional 4 parking spaces surrounding the existing shop

Construction of an all weather awning over the identified carwash area

Construction of a small enclosure structure for storage

Installation of appropriate wastewater (sewer) facilities.

Business identification signage

Two separate signage zones are proposed by the application to allow for the erection of future signage. This signage will be for business identification purposes and include:

Wall Sign - Elevation C measuring 8m x 1m

Wall Sign – Elevation A measuring 3m x 1m

Signage details will be subject to future DA.

Hours of operation

The car wash is proposed to operate between 8am to 8pm seven days a week.

The above should be read in conjunction with the development plans attached as **Appendix A** to gain a full understanding of the project.

Waste Management

Waste generated by the tenancy will be minimal. It will be stored on the site in bins, and taken to the on site rubbish collection on a daily basis by staff.

Wastewater generated by the car wash will be drained into the sewer system servicing the site.

4. STATUTORY PLANNING ASSESSMENT

The following environmental assessment addresses the relevant matters pursuant to Section 4.15 of the Environmental Planning and Assessment Act 1979.

4.1. STATE ENVIRONMENTAL PLANNING POLICY NO. 64 – ADVERTISING AND SIGNAGE (SEPP 64)

State Environmental Planning Policy No. 64 – Advertising and Signage (SEPP 64) aims to ensure advertising and signage is compatible with the desired amenity and visual character of an area, provides effective communication in suitable locations and is of high quality design and finish. The proposal is required to give consideration to the provisions of SEPP 64.

Part 3 of SEPP 64 does not apply to this application, as the proposed signs are defined as 'business identification signs'. Therefore, in accordance with Part 2 of the SEPP, an assessment of the proposal against the criteria specified in Schedule 1 of SEPP 64 is required.

The proposed signage zones are shown in detail on the architectural plans. Detailed design of the signage zones will be undertaken at the Construction Certificate stage. If Development Consent is required for the signage, separate consent will be obtained.

Table 1 – SEPP 64 Schedule 1, Compliance

Provision	Comment	Compliance
Character of the Area <i>Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?</i> <i>Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?</i>	The proposed signage zones are located on a business tenancy within a retail shopping centre, consistent with the character of this use. The signage zones are consistent in size and location with other retail tenancy signage within the Lennox Village	Yes.
Special Areas <i>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?</i>	Lennox Village is not identified as a special area. The signage zones are not anticipated to impact on any sensitive areas surrounding the site.	Yes.
Views and Vistas <i>Does the proposal obscure or compromise important views?</i> <i>Does the proposal dominate the skyline and reduce the quality of vistas?</i> <i>Does the proposal respect the viewing rights of other advertisers?</i>	The signage zones are enclosed within the building envelope and will not have an effect on the skyline and associated vistas. No advertising content is proposed as part of this application.	Yes.

Provision	Comment	Compliance
Streetscape, setting and landscape <i>Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?</i> <i>Does the proposal contribute to the visual interest of the streetscape, setting or landscape?</i> <i>Does the proposal reduce clutter by rationalising and simplifying existing advertising?</i> <i>Does the proposal screen unsightliness?</i> <i>Does the proposal protrude above buildings, structures or tree canopies in the area or locality?</i> <i>Does the proposal require ongoing vegetation management?</i>	The proposed signage zones are appropriately scaled for the size of the tenancy and character of the site. The signage will provide complementary business identification therefore does not screen unsightliness. The signs do not require ongoing vegetation management.	Yes.
Site and building <i>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?</i> <i>Does the proposal respect important features of the site or building, or both?</i> <i>Does the proposal show innovation and imagination in its relationship to the site or building, or both?</i>	The proposed signage zones are compatible with the scale and proportioning of the tenancy on which they are located.	Yes.
Associated devices and logos with advertising and advertising structures <i>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?</i>	Signage Zones only are proposed as part of the subject application. Requisite approvals will be sought for signage content.	Yes.
Illumination <i>Would illumination result in unacceptable glare?</i> <i>Would illumination affect safety for pedestrians, vehicles or aircraft?</i> <i>Would illumination detract from the amenity of any residence or other form of accommodation?</i> <i>Can the intensity of the illumination be adjusted, if necessary?</i>	Illumination is not proposed by the subject application.	Yes.

Provision	Comment	Compliance
<i>Is the illumination subject to a curfew?</i>		
Safety <i>Would the proposal reduce the safety for any public road?</i> <i>Would the proposal reduce the safety for pedestrians or bicyclists?</i> <i>Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?</i>	The location proposed signage zones will not reduce the safety of adjoining roads. The proposed signs do not impact or inhibit pedestrian movement paths, circulation areas or cause any traffic impacts.	Yes.

4.2. PENRITH LOCAL ENVIRONMENTAL PLAN 2010

4.2.1. Zoning, Permissibility and Objectives

The site is zoned B2 Local Centre for the purpose of the Penrith Local Environmental Plan. The relevant objectives of the B2 zone are:

To provide a range of retail, business, entertainment and community uses that serve the needs of people who live in, work in and visit the local area.

To encourage employment opportunities in accessible locations.

To maximise public transport patronage and encourage walking and cycling.

To provide retail facilities for the local community commensurate with the centre's role in the local and regional retail hierarchy.

To ensure that future housing does not detract from the economic and employment functions of a centre.

To ensure that development reflects the desired future character and dwelling densities of the area.

The carwash proposed by this application is defined as a Business Premises which is permitted with consent within the B2 Local Centre Zone. The proposal is considered to provide a service for people who live in, work in and visit the local area whilst encouraging employment opportunities. In this regards the proposal is considered to be both permissible and in keeping with the zone objectives.

4.2.2. LEP Provisions

The following table provides an assessment of the proposed development against the relevant clauses contained within the Penrith LEP 2010.

Table 2 – Penrith LEP Compliance Assessment

Relevant Clause	Provision	Proposal	Complies
Clause 4.3 – Building Height	15m	3.8m	Yes
Clause 4.4 – Floor Space Ratio (FSR)	N/A	N/A – No additional Floor Space	Yes
Clause 5.10 –	Conserve the heritage significance of heritage	Site is not a heritage item or within a conservation area.	N/A

Relevant Clause	Provision	Proposal	Complies
Heritage Conservation	items and heritage conservation areas		

4.3. PENRITH DEVELOPMENT CONTROL PLAN 2010

The relevant matters to be considered under the Penrith Development Control Plan 2010 are outlined below in the DCP summary compliance table.

Table 3 – Penrith DCP Summary Compliance Assessment

Control	Comments	Compliance
C6 Landscape Design		
6.1.1. Development Process		
This section classifies all development in the Penrith local government area into 3 categories (see Table C6.2 below). Each of these categories has different requirements in relation to the landscape design component of the development	The proposal relates to work identified as being Class 1 as it relates to minor alterations and additions to an existing commercial facility.	Yes
6.1.3. Protection of the Environment		
<u>Landscape Character</u> Remnant native vegetation should be retained, managed and incorporated into landscape designs to conserve the natural biodiversity across the landscape.	No remnant native vegetation will be removed as a result of the proposal.	Yes
Landscape design should enhance the amenity and visual quality of the site. Landscaping solutions are to be used to screen and enhance visually obtrusive land uses or building elements within their setting.	Existing landscaping of the site is considered to enhance the amenity and visual quality of the site. Augmentation of the landscaping is not considered appropriate or necessary to facilitate the proposed development.	Yes
<u>Integration of Design</u> Generally, Council requires that dominant positive streetscape elements are to be continued in the design of any landscaping works to ensure that the development integrates into and enhances the existing streetscape character.	As detailed previously further augmentation is not considered appropriate or necessary to facilitate the proposed development.	Yes
<u>Community Safety</u> All landscape designs should promote the safety of the community through the maximisation of natural surveillance and appropriate lighting. Such measures include the following:	The proposal will not impact on the existing provisions for natural surveillance and lighting currently in place for the site. The allocation of a viable use on the site will however allow for greater levels of casual surveillance to occur. The realignment of the car parking facilities have been proposed to ensure that the car park facilities can be safely used by all parties.	Yes

Appropriate levels of lighting of public spaces such as driveways, gardens and links through the site; Appropriate lighting and visibility of the entry to dwellings; Provision of appropriate plant species that minimise opportunities for concealment of intruders and do not provide hidden recesses; At driveways, street intersections and other crossing points, landscaping that does not block views between pedestrians and approaching vehicles	Works as proposed do not allow opportunities for concealment of intruders and do not provide hidden recesses.	
C10 Transport, Access and Parking		
10.2 Traffic Management and Safety		
Provision must be made for all vehicles to enter and leave properties in a forward direction other than for single dwellings.	All vehicles can enter the site in a forward direction under both the existing and proposed scheme	Yes
10.5. Parking, Access and Driveways		
<u>Provision of Parking Spaces</u> Parking provided on site is to meet AS 2890 and where appropriate, AS 1428.	The new parking spaces proposed as part of this Development Application are capable of complying with AS2890.	Yes
For any proposed development, Council will require the provision of on-site car parking to a standard appropriate to the intensity of the proposed development as set out in Table C10.2 below.	The proponent has engaged Colston Budd Rogers & Kafes Pty Ltd to prepare a Traffic Impact Assessment for the site. The Assessment report prepared and attached as Appendix B of this letter confirms the following: The proposed car wash will replace an area which currently provides 18 parking spaces, whilst effectively providing parking for 18 vehicles; as such • there would be no change in parking at the centre as a result of the proposed car wash • a minimum of 131 and 46 spaces were available in the car park on the Thursday and Saturday respectively; • the existing parking supply will therefore continue to accommodate the requirements of the centre, including the proposed car wash.	Yes
For existing developments, a new use must not commence or the floor area increased until the required car park spaces have been provided on the site, corresponding to the land use outlined in Table C10.2.	As previously detailed the proposed car wash will replace an area which currently provides 18 parking spaces, whilst effectively providing parking for 18 vehicles. Parking surveys of the site confirm that ample parking on the site. The use of the site for a car wash is therefore supported and can proceed.	Yes
Where relevant, development shall provide on-site loading facilities to accommodate the anticipated heavy vehicle demand for the site	The proposal will utilise the existing on site loading facilities of the site. Augmentation of these facilities are not considered required.	Yes

<u>Design of Parking and Manoeuvring Areas</u> Car space dimensions must comply with the relevant Australian Standards.	As stated previously the works have been proposed are capable of complying with the relevant Australian Standards	Yes
Provision of parking spaces for disabled persons should be in accordance with the Access to Premises Standards, the Building Code of Australia and AS2890	No alterations to the existing disabled parking spaces of the site are proposed as part of the subject application.	Yes
Council will require all car parking areas to be constructed of hard standing, all weather material, with parking bays and circulation aisles clearly delineated.	The existing hard stand of the car parking facilities will be maintained.	Yes
Large car parking areas (more than 5 vehicles) should be visually separated from access roads and from the buildings they serve by planting and other landscaping and should not be visually prominent from public roads, either through separation or screening.	Existing site landscaping is considered to provide appropriate visual separation as presently constituted.	Yes
All vehicles must be able to enter and leave the site in a forward direction without the need to make more than a three point turn.	All vehicles are capable of entering and leaving the site in a forward direction.	Yes
Council may require the provision of internal directional signs to assist site visitors in locating parking areas.	Existing internal directional signage will be maintained as part of the application to provide appropriate way finding throughout the Lennox Village Shopping Centre.	Yes
The design of the car park should ensure that passive surveillance is possible and, where appropriate, incorporate active measures such as cameras and security patrols. Car parks should be designed to minimise dark areas through the provision of appropriate lighting.	The proposed alterations to the car park facilities will not impact on the existing passive surveillance which is presently in place for the site as a whole.	Yes
Loading docks associated with the development shall be provided on-site, with all loading and unloading activities occurring on-site.	The proposal will utilise the existing on site loading facilities of the site. Augmentation of these facilities are not considered required.	Yes
Access, parking, manoeuvring and loading facilities for commercial and industrial development shall be in accordance with AS 2890.2 - 2004 and accommodate vehicle types as outlined in Table C10.3.	As stated previously the site is capable of complying with all relevant Australian Standards.	Yes

4.4. LIKELY IMPACTS OF THE DEVELOPMENT

Social Impacts

The proposal entails the location of an active use within an otherwise underutilised area within the Lennox Village Shopping Centre. This affords enhanced opportunities for incidental surveillance of the existing

shopping mall and reduced opportunities for crime. The proposal, therefore, is anticipated to have a beneficial social impact.

Economic Impacts

The proposed use will encourage cross-patronage by customers of the tenancy and other businesses within the Lennox Village Shopping Centre. Further, the proposal includes the retention of employment-generating floorspace. The proposal, therefore, is anticipated to have a beneficial economic impact.

Environmental Impacts

The proposal represents an efficient use of resources via the conversion of an underutilised space within existing building stock to accommodate new premises.

Customers of the proposed car wash are expected to be people already visiting the shopping centre. They would be leaving their vehicle to be washed while undertaking their shopping at the centre. Therefore, while the spaces will be used for car washing, they will also effectively be used as car parking spaces while people are shopping. As the car wash business utilises existing GFA, no additional demand for parking spaces will be generated.

The proposal, therefore, is anticipated to have a neutral environmental impact.

4.5. THE SUITABILITY OF THE SITE

The site is zoned B2 Local Centre under the Penrith Local Environmental Plan 2010 where commercial premises are permitted with consent. The proposed development is appropriate for the site for the following reasons:

The proposal is ancillary to an existing commercial use and consistent with the objectives of the B2 Local Centre zone.

More broadly, the proposal will result in the retention of employment generating floorspace within an existing business enterprise corridor.

Accordingly, the proposal is considered suitable for the site.

4.6. ANY SUBMISSIONS

Following the exhibition of the DA, if required the applicant will respond to any submissions received.

4.7. THE PUBLIC INTEREST

The proposal is in the public interest as it is suitable for the site and satisfies the objectives of the B2 Local Centre zone. The proposed development is also consistent with the relevant planning controls under the *Penrith Local Environmental Plan 2010* and the *Penrith Development Control Plan 2010*.

The assessment undertaken in the preparation of this SEE has identified no likely adverse environmental impacts arising from the proposal, subject to compliance with the proposed waste management strategy and Council's standard conditions of consent.

5. CONCLUSION

As demonstrated within this report and the attached documentation, the proposal is satisfactory under Section 4.15 of the *Environmental Planning and Assessment Act 1979*, and as such it is recommended that approval be granted to the proposal.

If you would like to discuss further, please contact the undersigned on 8233 9900.



Jacqueline Parker
Director

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All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

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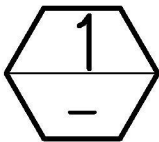
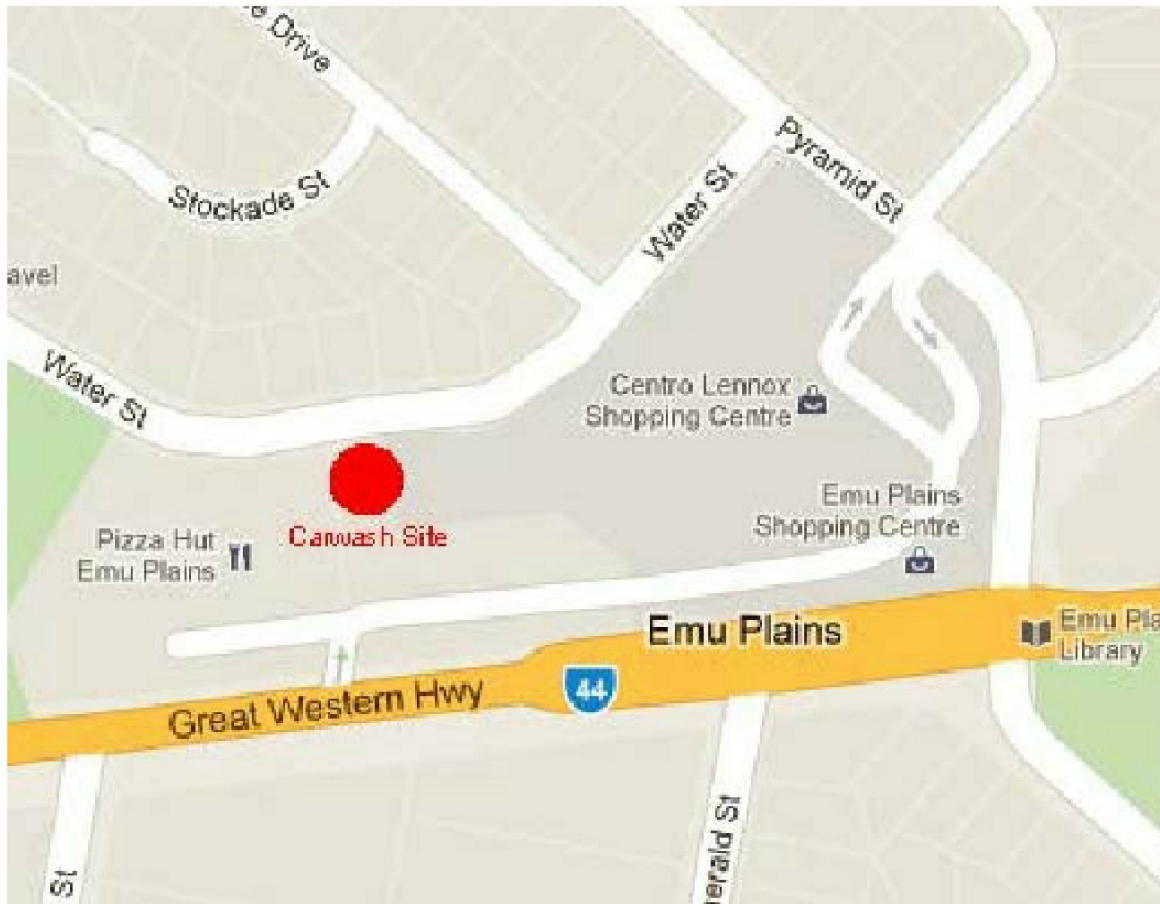
APPENDIX A ARCHITECTURAL AND HYDRAULIC PLANS

LENNOX CARWASH

LENNOX VILLAGE - 1 PYRAMID ST EMU PLAINS

DRAWING SCHEDULE	
DA-01	CONTENT
DA-02	FLOOR PLAN
DA-03	TRAFFIC PLAN
DA-04	ROOF PLAN
DA-05	HYDRAULIC PLAN
DA-06	CAR WASH AREA PLAN
DA-07	ELEVATIONS

FINISH SCHEDULE					
	DESCRIPTION	CODE	FINISH	BRAND	TYPE
PD	VIVID WHITE	1W	POWDERCOAT SEMI GLOSS	DULUX	LOW VOC
M1	MONUMENT	-	POWDERCOAT SEMI GLOSS	COLOURBOND	METAL
EX	EXISTING	-			



LOCATION PLAN

SCALE NTS

GENERAL NOTES

CHASING OF FLOOR SLAB CONFIRM WITH LESSOR ON SITE.

ALL FLOOR FINISHES MUST BE FINISHED FLUSH WITH ADJACENT FINISH – PROVIDE 3mm DEMISING STRIP BETWEEN FLOOR FINISHES.

PROVIDE A LEVEL JUNCTION UNLESS SPECIFIED OTHERWISE.

INSURE NO TRIPPING HAZARD.

THE LESSEE IS TO MAKE ADEQUATE PROVISIONS IN THE FITOUT FOR ALL CONTROL AND EXPANSION JOINTS WITHIN THE TENANCY – COORDINATE WITH LESSOR AND DESIGNER FOR TREATMENT.

IT IS THE OWNER AND/OR CENTRE MANAGER'S RESPONSIBILITY TO COORDINATE SITE WORKS WITH THE BUILDER/SHOPFITTER TO ENSURE ANY MODIFICATION TO ANY SHARED SYSTEM AND/OR ESSENTIAL SERVICES IS CARRIED OUT IN A SAFE MANNER.

LESSEE TO COORDINATE EMERGENCY LIGHT, SPIT FIRE AND FIRE SPRINKLER WORKS WITH LESSOR, IN ACCORDANCE WITH AS2118.1 AND AS2293.1

LESSEE TO COORDINATE MECHANICAL VENTILATION WITH LESSOR, WORKS IN ACCORDANCE WITH AS1668.2 AND AS/NZ3666.1

CONTRACTOR TO ENSURE FOOD AREA CONSTRUCTION ARE IN ACCORDANCE WITH RELEVANT AS, BCA AND HEALTH AUTHORITY STANDARDS

Urban Concept design
ACN: 139462196 ABN: 53139462196
PO Box 2362 Bunwood North NSW 2134
M. 0437 306 326
E. info@urbanconceptdesign.com.au

Notes:
Contractors must verify all dimensions onsite prior to commencement of work. Figured dimensions are in millimeters unless otherwise shown and are to be taken in preference to scale readings. Design and drawings are subject to copyright and cannot be used or reproduced without permission.

CLIENT:
VICINITY

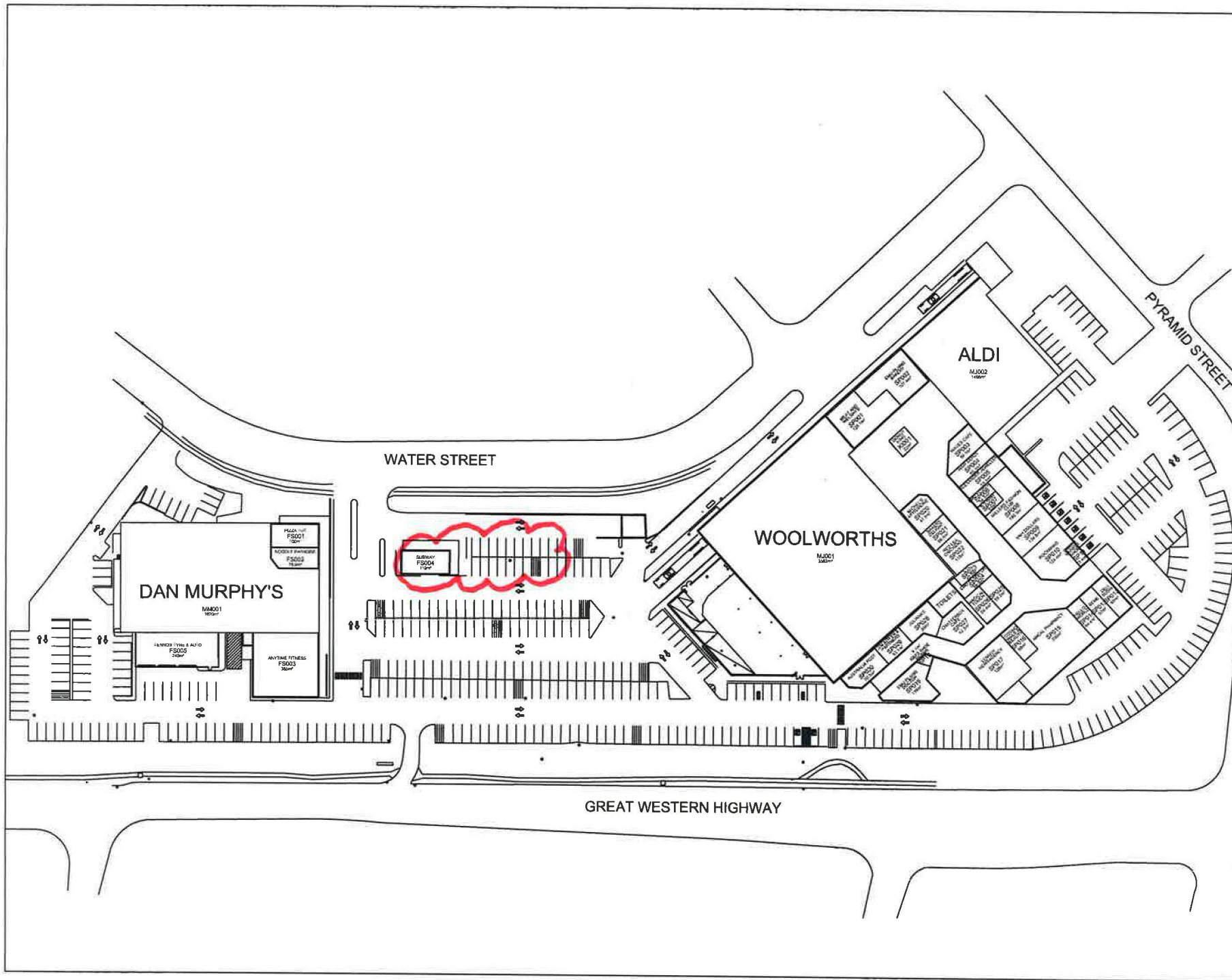
PROJECT:
HAND CARWASH
NEW PAD SITE
LENNOX VILLAGE

TITLE:
CONTENT
LOCATION PLAN

PROJECT NUMBER:	2018-96	REVISION	
ISSUED:	SEP 18	NO. DESCRIPTION	REV DATE
DRAWN BY:	BL		
CHECKED BY:	BL		
SCALE:	NTS @ A3		
CLIENT APPROVAL:			
APPROVED DATE:	-		

DWG NO.

DA-01



DISCLAIMER: The content of this plan is indicative only. Any proposed development of the Centre or indicative tenancy mix referred to in this plan is subject to and conditional upon a wide range of factors including owner approval, relevant authority approvals and entering into satisfactory leases with represented tenants and so may readily change or not proceed in accordance with this plan as a result. The owner and its managing agent reserve the right to alter any aspect of this plan including but not limited to the configuration of the centre, staging of works or tenancy mix shown without notice to you. If you believe your entry into any lease arrangement with the owners is in reliance on this or any other disclosed tenancy mix you must record anything that you rely on in your lease agreement and any failure to do so may be used in evidence to disprove such alleged reliance.

DISCLAIMER: The content of this plan is indicative only. Any proposed development of the Centre or staging of any works referred to in this plan is subject to and conditional upon a wide range of factors including owner approval, relevant authority approvals and entering into satisfactory leases and so may readily change or not proceed in accordance with this plan as a result. The owner and its managing agent reserve the right to alter any aspect of this plan including but not limited to the configuration of the centre or staging of any works shown without notice to you. For further information about any aspect of this information please contact Centre Management.



LENNOX VILLAGE

LEASE MASTER PLAN

Drawing Title:

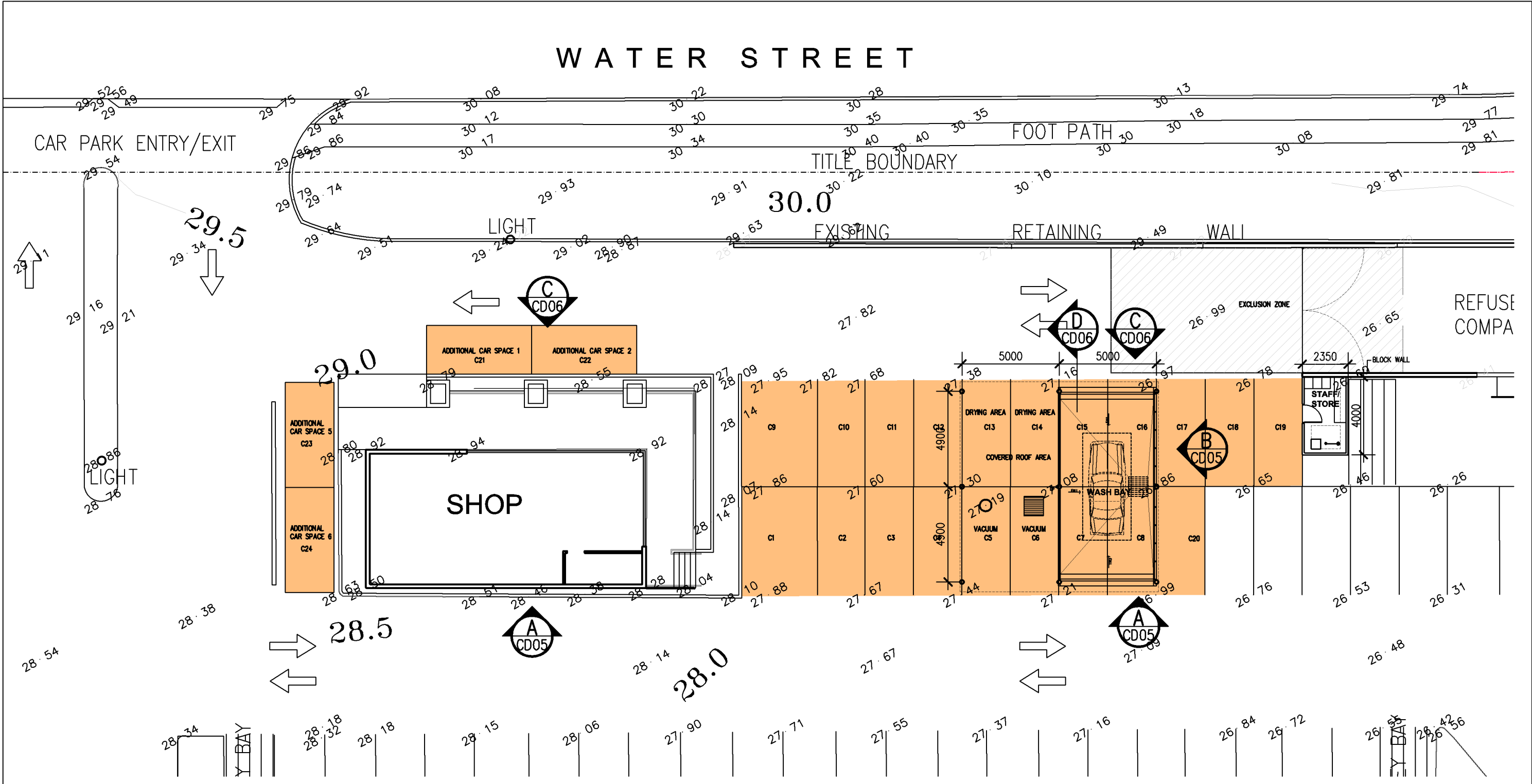
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Date:
26.11.15

Scale:
NOT TO SCALE

Drawing Number:

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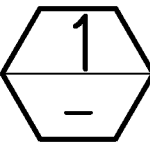
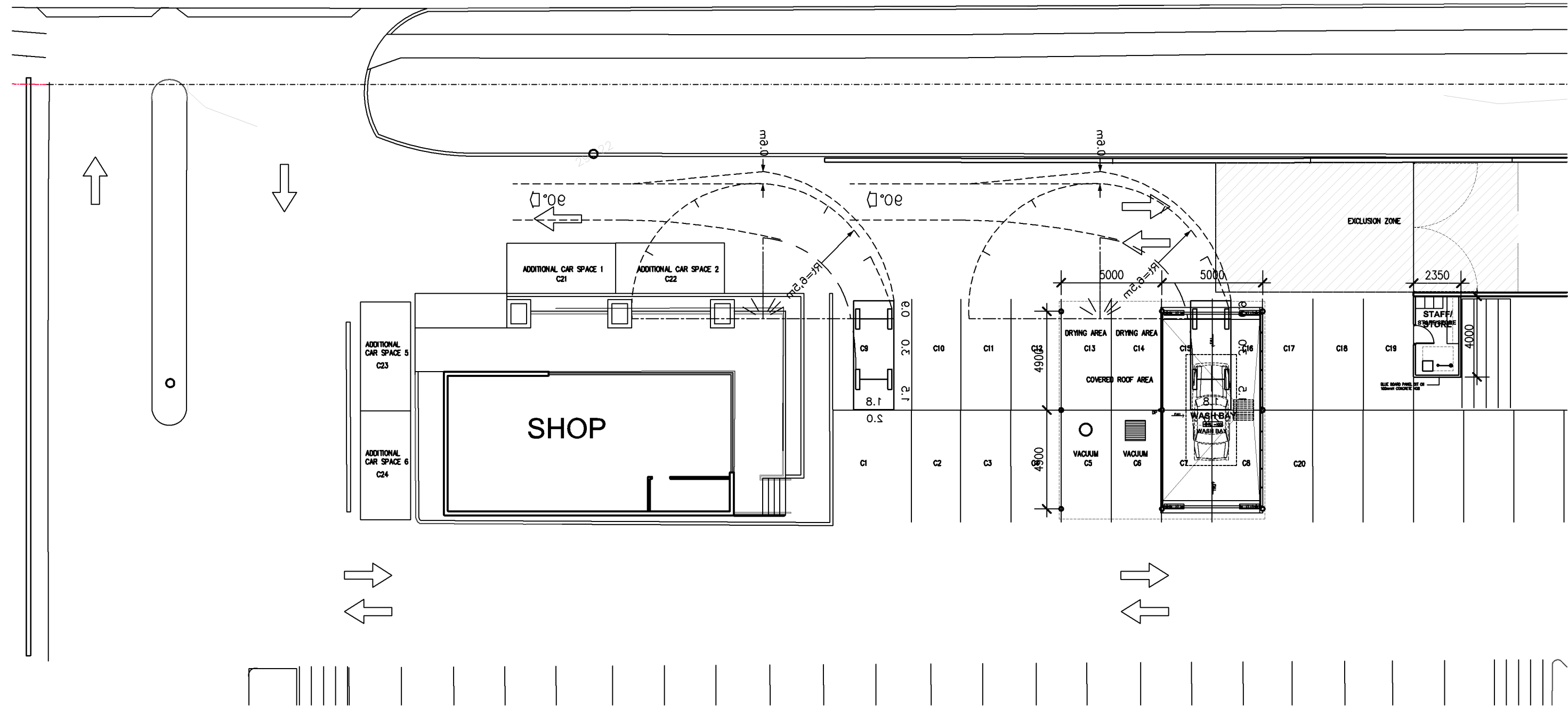


1 FLOOR PLAN
SCALE 1:200

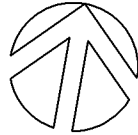


Urban Concepts design ACN: 139462196 ABN: 53139462196 PO Box 2362 Burwood North NSW 2134 M. 0437 306 326 E. info@urbanconceptsdesign.com.au	Notes: Contractors must verify all dimensions onsite prior to commencement of work. Figured dimensions are in millimeters unless otherwise shown and are to be taken in preference to scale readings. Design and drawings are subject to copyright and cannot be used or reproduced without permission.	CLIENT: VICINITY	PROJECT: HAND CARWASH NEW PAD SITE LENNOX VILLAGE	TITLE: SITE PLAN	PROJECT NUMBER: 2018-96				REVISION		DWG NO. DA-02	
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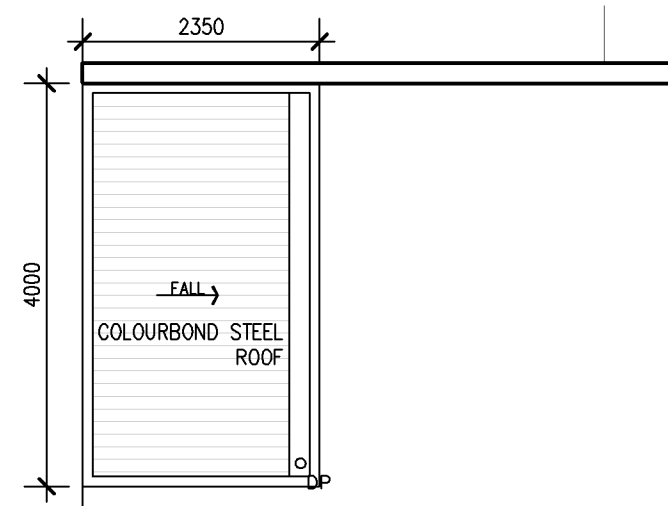
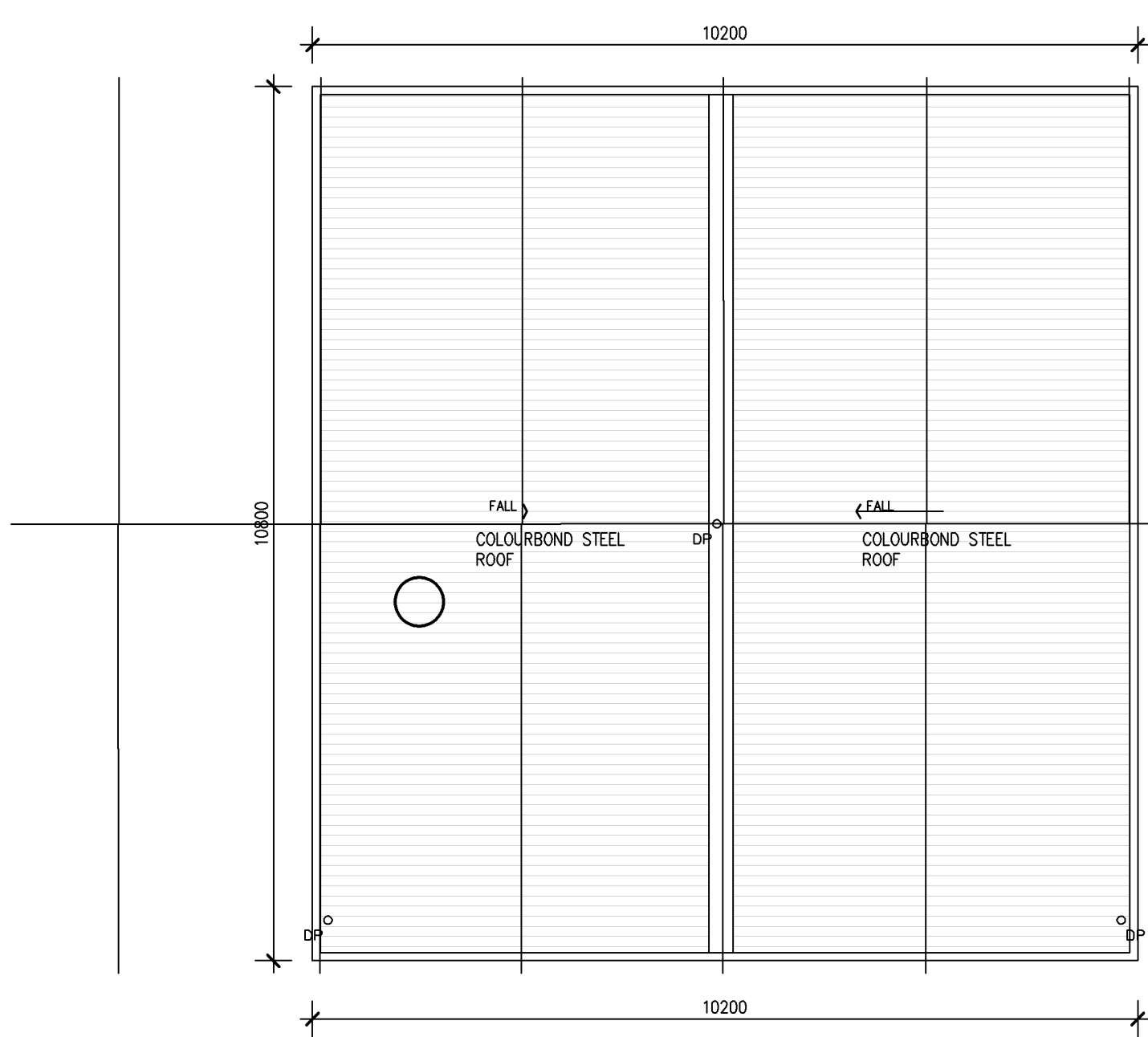
WATER STREET



TRAFFIC PLAN
SCALE 1:200



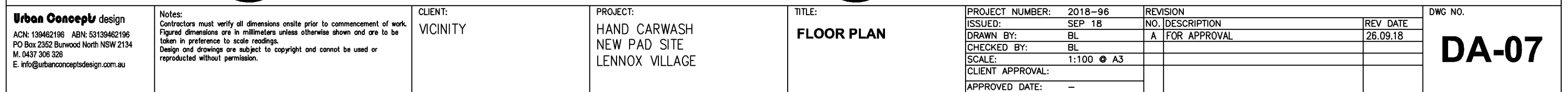
Urban Concept design ACN: 139462196 ABN: 53139462196 PO Box 2362 Bunwood North NSW 2134 M. 0437 306 326 E. info@urbanconceptsdesign.com.au	Notes: Contractors must verify all dimensions onsite prior to commencement of work. Figured dimensions are in millimeters unless otherwise shown and are to be taken in preference to scale readings. Design and drawings are subject to copyright and cannot be used or reproduced without permission.	CLIENT: VICINITY	PROJECT: HAND CARWASH NEW PAD SITE LENNOX VILLAGE	TITLE: TRAFFIC PLAN	PROJECT NUMBER: 2018-96		REVISION		DWG NO. DA-03
					ISSUED: SEP 18		NO. DESCRIPTION	REV DATE	
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					SCALE: 1:200 @ A3				
					CLIENT APPROVAL:				
					APPROVED DATE: -				



1 ROOF PLAN
SCALE 1:75



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					SCALE: 1:75 @ A3					
					CLIENT APPROVAL:					
					APPROVED DATE: —					



APPENDIX B TRAFFIC IMPACT ASSESSMENT

VICINITY CENTRES

TRAFFIC REPORT FOR
PROPOSED CAR WASH,
LENNOX VILLAGE, EMU PLAINS

SEPTEMBER 2018

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I. INTRODUCTION

- I.1 Colston Budd Rogers & Kafes Pty Ltd has been commissioned by Vicinity Centres to assess the traffic and parking implications of a proposed car wash to be located in the car park at Lennox Village, Emu Plains. The shopping centre has frontage to the Great Western Highway, Waters Street and Pyramid Street, as shown on Figure I.
- I.2 The implications of the proposed car wash are assessed in the following chapter.

2. IMPLICATIONS OF PROPOSED CAR WASH

- 2.1. It is proposed to provide a car wash in the central part of the existing car park at Lennox Village. The shopping centre is on the Great Western Highway, Waters Street and Pyramid Street, as shown on Figure 1.
- 2.2. Parking for the centre has access from the Great Western Highway, Waters Street and Pyramid Street. The access off the Great Western Highway is a left turn entry only into the central and western parking areas.
- 2.3. The traffic and parking implications of the proposed car wash are set down through the following sections:
- proposed development;
 - parking implications;
 - access and internal circulation;
 - traffic effects; and
 - summary.

Proposed Development

- 2.4. The proposed car wash will be located in the central at grade parking area of the shopping centre and will be accessible from all car park access points. The location and layout of the car wash are shown on plans prepared by Vicinity Centres. The proposed car wash will occupy an area in which some 18 parking spaces are currently provided. The car wash will occupy an existing small vacant building in the centre car park.
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Parking Implications

- 2.5. The car wash will can be accessed from all access points of the car shopping centre.
- 2.6. Customers of the proposed car wash are expected to be people already visiting the shopping centre. They would be leaving their vehicle to be washed while undertaking their shopping at the centre. Therefore, while the spaces will be used for car washing, they will also effectively be used as car parking spaces while people are shopping.
- 2.7. The proposed car wash will replace an area which currently provides 18 parking spaces, whilst effectively providing parking for 16 vehicles. Two additional parking spaces will be provided on the western side of the building. Therefore, there would be no net change in the number of parking spaces associated with the car wash.
- 2.8. The Transport, Access and Parking section of the Penrith Development Control Plan 2014 does not include parking requirements for car wash facilities. As noted above, there would not be a change of parking provision at the centre.
- 2.9. The centre provides some 421 parking spaces. In order to gauge parking conditions, counts were undertaken in the shopping centre car park on a Thursday and Saturday, which are busy days for the centre. The results of the surveys are summarised in Table 2.1.
- 2.10. Table 2.1 shows that on the Thursday, the highest number of vehicles parked in the car park was 290, at 12:00 pm. On the Saturday, the highest number of vehicles parked was 375, at 12:00 pm.
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Table 2.1: Number of vehicles parked in shopping centre car park		
Time	Thursday 6 September 2018	Saturday 8 September 2018
9:00 am	204	215
10:00	239	288
11:00	272	363
12:00 pm	290	375
1:00	277	310
2:00	242	304
3:00	254	298
4:00	268	279
5:00	259	214
6:00	246	129
7:00	142	-
8:00	92	-
9:00 pm	45	-
Supply	421	421

- 2.11. Therefore, a minimum of 131 and 46 spaces were available in the car park on the Thursday and Saturday respectively.
- 2.12. With no change in parking provided at the centre as a result of the car wash, the existing parking supply will continue to accommodate the requirements of the centre, including the proposed car wash.
- 2.13. Therefore, with the proposed car wash, parking provision at the centre will be appropriate.

Access and Internal Circulation

- 2.14. The proposed car wash will not alter access arrangements to or within the shopping centre car park.
- 2.15. As noted above two additional parking spaces will be provided on the western side of the building. The spaces will be 2.6 metres wide by 5.4 metres long in accordance with the Australian Standard for Parking Facilities (Part 1: Off-street car parking), AS 2890.1:2004.

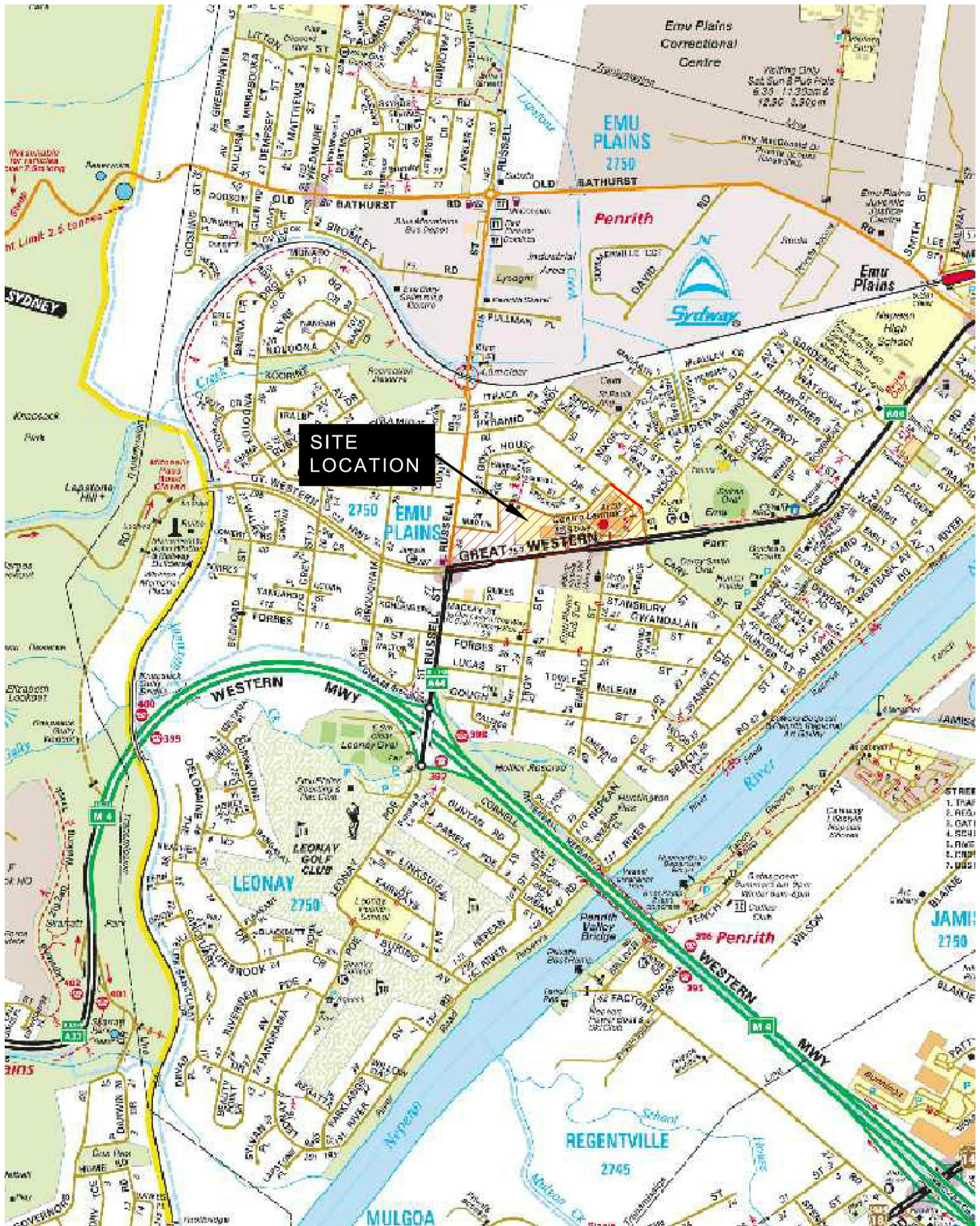
Traffic Effects

- 2.16. As previously discussed, the proposed car wash would be used by customers already visiting the shopping centre for other shopping and thus is not anticipated to generate additional external traffic. Hence, there would not be noticeable traffic effects.

Summary

- 2.17. In summary, the main points relating to the traffic and parking implications of the proposed car wash are:
- i) the proposed car wash will replace an area which currently provides 18 parking spaces, whilst effectively providing parking for 18 vehicles;
 - ii) therefore, there would be no change in parking at the centre as a result of the proposed car wash;

-
-
- iii) a minimum of 131 and 46 spaces were available in the car park on the Thursday and Saturday respectively;
 - iv) the existing parking supply will therefore continue to accommodate the requirements of the centre, including the proposed car wash.
 - v) in the vicinity of the car wash, access and internal circulation arrangements are appropriate;
 - vi) the proposed car wash will be used by customers already visiting the shopping centre; and
 - vii) therefore, there will not be noticeable traffic effects.



Location Plan



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