

Statement of Environmental Effects

Alterations and Additions to Existing
Hotel/Motel and Erection and Display of
Signage

Overlander Hotel/Motel
180 Richmond Road
CAMBRIDGE GARDENS

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1.0 Introduction

This statement examines the issues associated with an application for development consent to be submitted to Penrith City Council for alterations and additions to be made to the contemporary one (1)/part two (2) storey Overlander Hotel/Motel on 180 Richmond Road, Cambridge Gardens.

The building works are essentially designed to upgrade the services and facilities that the hotel provides to the local community and to meet contemporary hotel standards.

The statement:

- examines the issues associated with the proposed building works;
- analyses the impact of the proposal in the context of development on surrounding properties; and
- undertakes a summary assessment of the proposal in light of the environmental planning legislation applying to the land.

2.0 Site Details

2.1 The Site

The site known as 180 Richmond Road, Cambridge Gardens, is situated on the eastern side of Richmond Road in the area confined by Lewis Road and Boomerang Place.

A locality plan is contained in **Figure 1**.

The land comprises all of the land contained in Lot 1, DP 581663.

The site is generally rectangular in shape and has:

- a frontage of some 47.4m to Richmond Road; 215.7m to Boomerang Place and 139.4m to Lewis Road; and
- an area of 8,913m².

The site contains the contemporary one (1)/part two (2) storey brick Overlander Hotel/Motel.

The facilities provided in the complex include:

- bar and lounge areas;
- a bistro;
- a TAB agency;
- a Bottlemart liquor store;
- a gaming lounge;
- twenty (20) motel rooms;
- a manager's apartment;
- staff amenities;
- back-of-house, cool room and storage facilities; and
- toilet facilities.

The building is setback:

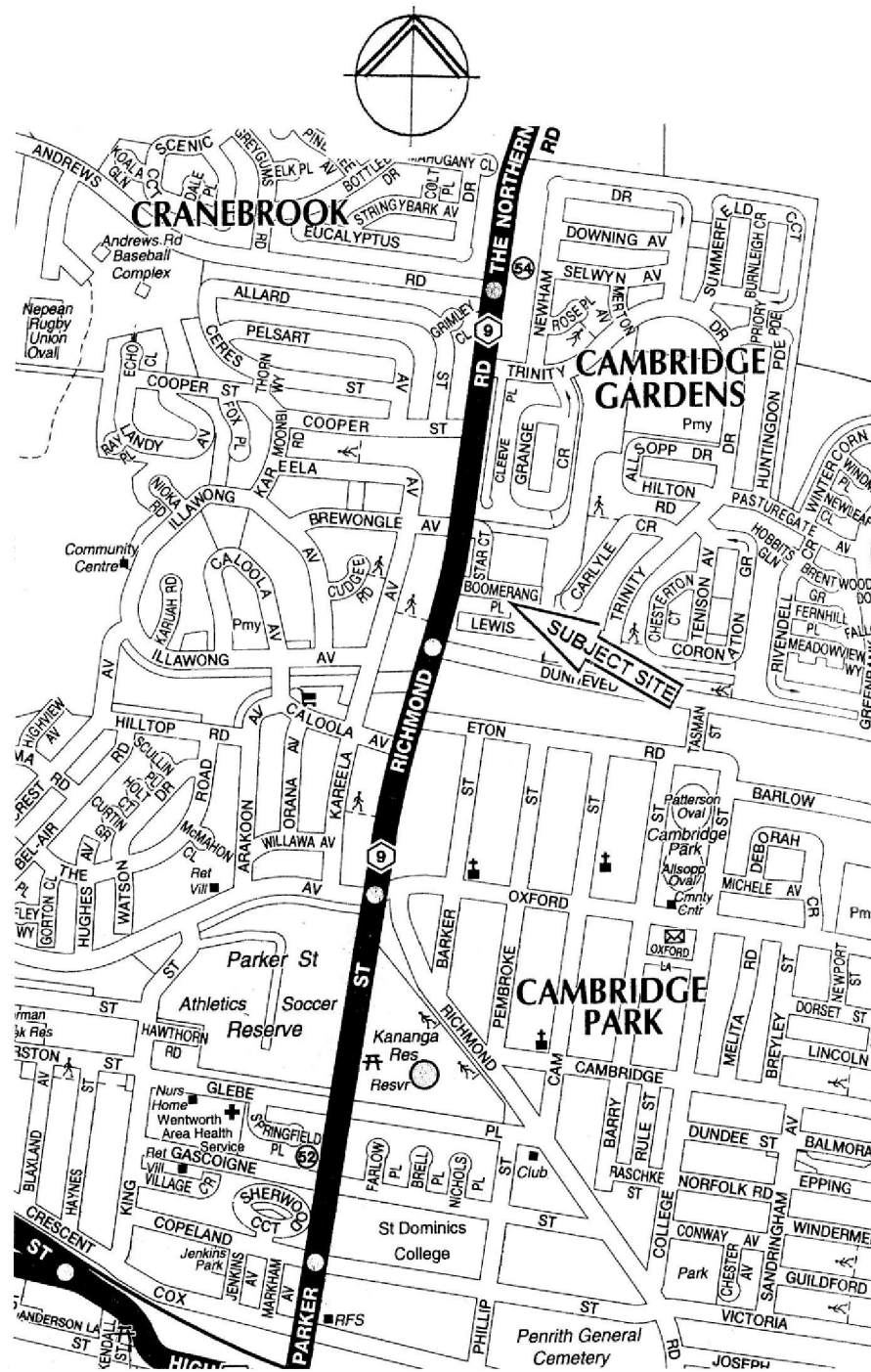
- a minimum of some 33m from Richmond Road;
- a minimum of some 24m from Boomerang Place; and
- between zero and 1.5m from Lewis Road.

Setback areas accommodate at-grade parking for 163 car spaces, including 4 spaces capable of being used by people with a disability.

Vehicular access to the site is obtained via three (3) crossings, two (2) off Lewis Road and one (1) off Boomerang Place.

Access to Lewis Road is controlled by gates installed across the entries and the south-western access is permanently closed.

There is no vehicular access to the land from Richmond Road.



**Figure 1
Locality Plan**

There is a telecommunications facility located adjacent to the site's north-eastern corner and an electricity substation in its south-western corner.

A site plan is contained on Plan No.1025, Drawing No.1:1 to be submitted with the application.

The land experiences a minor fall from its eastern boundary adjacent to Boomerang Place to its Richmond Road boundary.

The landscaping on and surrounding the site has been established in accordance with the approvals that have been issued for the construction of the hotel/motel.

These areas have been satisfactorily maintained.

There are no easements or rights of way affecting the land.

2.2 Site Context

The land is located in an area that contains significant diversity in terms of the nature and scale of development.

The land to the south, on the opposite side of Lewis Road, comprises the properties known as 17- 49 Lewis Road.

These properties contain single storey brick dwelling houses.

The land to the north, on the opposite side of Boomerang Place, contains a shopping centre accommodating a Coles Supermarket, a Caltex service station and car wash and a McDonald's Family Restaurant.

The land to the east, on the opposite side of Boomerang Place, comprises vacant land earmarked for use as public reserve and is situated in an RE1 Public Recreation zone under the terms of *Penrith Local Environmental Plan 2010*.

The land to the west, on the opposite side of Richmond Road, comprises the properties known as 203-213 Richmond Road.

These properties contain one (1) and two (2) storey dwelling houses of brick, weatherboard and fibro construction.

Richmond Road is part of the arterial road network in this area and kerbside parking is not permitted.

3.0 The Proposal

This application seeks development consent for:

- alterations and additions to be made to the existing hotel, designed to upgrade the services and facilities it provides to the local community and to meet contemporary hotel standards; and
- the erection and display of the signage outlined in Section 3.2 of this statement.

3.1 Building Works

The external building works will largely interface with the Coles car park on the northern side of Boomerang Place and have been designed not to affect the dwelling houses in Lewis Road to the south of the site.

The building works have been designed by Simon A. W. Wells & Associates, Architects, and are depicted on Plan No.1025, Drawing No.1.1, 2.1, 2.2, 4.1, 5.1 and 5.2.

The application is to be accompanied by:

- details of building works, external finishes, a waste management plan and a land use study (1831-1971) prepared by the Project Architects;
- an access report prepared by Mark Relf;
- a transport impact assessment prepared by GTA Consultants;
- an acoustic assessment prepared by The Acoustic Group;
- a stormwater drainage plan prepared by Cardno; and
- a BCA assessment report prepared by Ian Williams & Associates.

The works are largely confined to the profile of the existing hotel building and involve:

- the erection of:
 - new porte-cocheres over the western and north-eastern entries to the hotel;
 - additions, with an area of 61.05m² and 22.39m², to the western and north-eastern entry foyers, respectively, designed to improve the entries to the hotel;
 - an addition, with an area 26.24m², to the western end of the existing smoking verandah;
- the enclosure of the eastern end of the existing smoker's verandah, which has an area of 38.8m², on the northern side of the hotel, which together with the lounge adjoining it, will be used:
 - to accommodate the gaming room, facilitating its relocation from the southern part of the hotel;
 - to extend the sports lounge;
 - to accommodate a reconfigured smoker's verandah; and
 - to establish new bar facilities to service these areas;

- the relocation of the existing gaming room from the southern part of the hotel, where it interfaces with the residential properties in Lewis Road, to the northern section of the hotel, where it interfaces with Boomerang Place and the Coles supermarket car park;
- improving natural ventilation in the building's northern elevation by establishing open areas defined by timber and glass screens and ventilated clerestories, mesh panels, landscape planters and bi-fold windows;
- eliminating the northern entry to the hotel through the smokers' verandah;
- reconfiguring the existing sports lounge, bar, family room dining area and gaming room located centrally in the hotel to provide improvements to the sports lounge, the family room dining area and bar facilities servicing these areas;
- providing a shelter on the western side of the hotel, adjacent to the existing bottle shop, designed:
 - to enhance the drive-through use of the bottle shop during inclement weather;
 - to provide architectural relief and texture to the hotel when viewed from Richmond Road; and
 - to partially screen the views of the bottle shop from Richmond Road;
- applying a veneer stone finish to parts of the external walls of the building to improve its appearance;
- installing new bi-fold windows on the northern and western side of the alfresco dining area located in the north-eastern corner of the hotel and installing new membrane tensile shading over part of it to enhance its use in all weather conditions; and
- other internal works, including:
 - the establishment of air locks and a glass wall between smokers' areas and the remainder of the hotel; and
 - improvements to the existing children's play area adjacent to the alfresco dining area.

The building works:

- will not perceptibly alter the capacity of the hotel to accommodate increased patronage;
- have been designed to improve the amenity enjoyed in the hotel by its patrons; and
- will provide improved segregation of smoking areas from non-smoking areas.

No alterations or additions are proposed to the motel wing or the manager's residence.

The building works are to be located over 22m from Boomerang Place.

The works will increase the gross floor area of the hotel building by some 293m² as follows:

Element	Area
Enclosure of the eastern end of the existing smoker's verandah	39.8m ²
Enclosing the alfresco dining area with bi-fold windows	117.7m ²
Addition to western entry foyer	61.1m ²
Addition to north-eastern entry foyer	22.4m ²
Enclosure of playground with bi-fold windows	52.0m ²

The addition at the western end of the smokers' verandah will remain open for natural ventilation and will, consequentially, not represent gross floor area.

The total gross floor area of development on the land will be increased from 2,080m² to 2,373.5m² and to a floor space ratio to 0.27:1.

The existing at-grade car park between the hotel and Richmond Road is to be enlarged and reconfigured to enable the site to accommodate a total of 167 on-site car parking spaces, i.e. an increase of some 4 spaces.

A landscape area, with a width ranging from 2.7m to 5.4m, is to be provided adjacent to the site's boundary with the Richmond Road road reserve to enable an appropriate streetscape interface between the car park and Richmond Road in the event it is ever widened through this area.

The driveway at the south-western corner of Lewis Street, near the cul-de-sac, is to be removed and reconstructed to match the existing kerb line.

The proposal does not involve any alterations to the location of existing:

- off-street loading facilities;
- vehicular access arrangements; or
- stormwater drainage infrastructure.

The current mode of operation of the hotel/motel is to continue in terms of:

- the services and facilities it provides;
- the approved hours of operation of:
 - the hotel, which are between the hours of 5am and 2am on Mondays to Saturdays and 10am and 12 midnight on Sundays; and
 - the bottle shop, which are between 10am and 10pm daily;
- the number of poker machines installed;
- the number of people employed; and
- its security management plan, which involves the employment of security personnel and the use of CCTV surveillance equipment.

3.2 Signage

It is proposed to rationalise and co-ordinate the signage associated with the hotel.

This will involve the removal of some of the existing signs and the erection and display of the following signs.

Elevation	Sign No.	Size	Type	Content	Illumination
Western	1	3m x 6m	Wall sign	Overlander Hotel/Motel	Internal illuminated
	2a	3m x 6m	Wall sign	Bottlemart + logo	Internal illuminated
	2b			TAB Sportsbet	
	2c			Message Area	LED Screen
	3	0.95m x 5.2m	Fascia Sign	Bottlemart + logo	Unilluminated
North & South Entries	4	0.2m x 3m	Wall Sign	Overlander Hotel	Back-lit Brass Letters
Northern	5	1.15m x 5.2m	Fascia Sign	TAB.com.au	Internal illuminated
	6	1.15m x 8.3m	Fascia Sign	Overlander Hotel/Motel	Internal illuminated
	7	1.15m x 5.2m	Fascia Sign	Bottlemart + logo	Internal illuminated
Eastern	8	1.2m x 3.2m	Wall Sign	Overlander Hotel/Motel	Internal illuminated
Car Park	9	1.1m x 1.8m	Pylon Sign	Message Area	LED Screen

The pylon sign in the car park is to be attached under the existing pylon sign in that area.

Signs 1, 4, 6 and 8 are "building identification signs", while Signs 2a, 2b, 3, 5 and 7 are "business identification signs".

Signs 2c and 9 are to be used to identify functions conducted at the hotel or products sold from the premises.

The signage is shown on the elevation plans contained on Drawing No.4.1 accompanying the application.

4.0 Penrith Local Environmental Plan 2010

4.1 Zoning

The site is zoned B6 Enterprise Corridor under the terms of *Penrith Local Environmental Plan 2010 (PLEP 2010)*, which was made on 22 September 2010.

The use of premises as a "pub" represents development for the purposes of "food and drink premises" under the definitions contained in the Dictionary accompanying the *Plan*.

Development for this purpose is permissible, with Council's consent, in the B6 Enterprise Corridor zone.

Clause 2.3(2) of *PLEP 2010* requires consideration to be given to the objectives for development in a zone when determining a development application.

The objectives for development in the B6 Enterprise Corridor zone are:

- to promote businesses along main roads and to encourage a mix of compatible uses;
- to provide a range of employment uses (including business, office, retail and light industrial uses); and
- to maintain the economic strength of centres by limiting retailing activity.

The proposed development is clearly consistent with these objectives.

Schedule 5 of the *Plan* has not identified:

- any "heritage items" on the land or in its vicinity;
- the land as being within any "heritage conservation area"; or
- any "archaeological sites" on the land or in its vicinity.

Accordingly, the proposal is permissible, with Council's consent, under the terms of *PLEP 2010*.

4.2 Provisions of the Plan

A summary assessment of the application under the relevant provisions of *PLEP 2010* is as follows.

Provisions of Penrith Local Environmental Plan 2010

Clause	Consideration	Proposed	Compliance
1.2(2)	Aims of the <i>Plan</i>	The proposal is consistent with the aims of the <i>Plan</i>	✓
1.4	Definitions - Land Use	The proposal represents development for the purposes of a "pub" and, therefore, "food and drink premises" under the definitions contained in Dictionary accompanying the <i>Plan</i>	✓
2.2	Zoning is shown on <i>Land Zoning Map</i>	The land is in the B6 Enterprise Corridor zone on the <i>Land Zoning Map</i>	✓
2.3(1)	Land Use Table - B6 Enterprise Corridor zone	Development for the purposes of "food and drink premises" is permissible, with Council's consent, in the B6 Enterprise Corridor zone	✓
2.3(2)	The objectives for development in the B6 Enterprise Corridor zone	The proposal is consistent with the objectives for development in the B6 Enterprise Corridor zone. See Section 4.1	✓
2.6(1)	Consent is required for the subdivision of land	This application does not propose any subdivision of the land	✓
2.7	Consent is required for the demolition of buildings	This application does not propose the demolition of any building	✓
4.3(2)	The height of buildings is not to exceed the height shown on the <i>Height of Buildings Map</i> , which in this case is 15m	The proposed works will not increase the height of the building above its existing maximum height which is well below 15m	✓
4.4(2)	The floor space ratio of buildings is not to exceed the ratio shown on the <i>Floor Space Ratio Map</i> , which in this case is 1.1:1	The proposed works will increase the floor space ratio of the building to 0.27:1, well below 1.1:1	✓
4.6(2)	Consent may be granted for development even though it would contravene a development standard imposed by the <i>Plan</i> or other environmental planning instrument	This application does not involve any variations from the height and floor space ratio standards contained in the <i>Plan</i>	✓
5.1	Acquisition of land required for a public purpose	The land has not been identified for acquisition on the <i>Land Acquisition Reservation Map</i> accompanying the <i>Plan</i>	✓
5.9(3)	Consent is required for the lopping or removal of trees and vegetation	This application seeks approval for the removal of the trees required to facilitate the alterations to the car park, as proposed	✓

Provisions of Penrith Local Environmental Plan 2010

Clause	Consideration	Proposed	Compliance
5.10(2)	Consent is required for development involving a <i>"heritage item"</i> or in a <i>"heritage conservation area"</i>	The existing building on the land has not been identified as a <i>"heritage item"</i> in Part 1 of Schedule 5 of the <i>Plan</i> nor is the land located in a <i>"heritage conservation area"</i> identified in Part 2 of Schedule 5	✓
5.10(5)	A heritage management document may be required for development on land: <ul style="list-style-type: none"> • which contains a <i>"heritage item"</i>; • within a <i>"heritage conservation area"</i>; or • within the vicinity of a <i>"heritage item"</i> or a <i>"heritage conservation area"</i> 	There are no <i>"heritage items"</i> identified in Part 1 of Schedule 5 in the vicinity of the site. A heritage management document is unnecessary in these circumstances	✓
7.1(2)	Consent is required for earthworks	This application does not propose any significant earthworks	✓
7.2(3)	Consent is required for development on land identified as <i>"Flood Planning Area"</i> on the <i>Flood Planning Map</i>	The land has not been identified as a <i>"Flood Planning Area"</i> on the <i>Flood Planning Area Map</i> .	✓
7.3(3)	Consent is required for development on land identified as <i>"Natural Resources Sensitive Land"</i> on the <i>Natural Resources Sensitive Land Map</i>	The land has not been identified as <i>"Natural Resources Sensitive Land"</i> on the <i>Natural Resources Sensitive Land Map</i> .	✓
7.4	Consideration of sustainable development principles	The proposed building works are minor in the context of the existing building and will not have any effect on its sustainable development characteristics	✓
7.5(3)	Consent is required for development on land identified as <i>"Scenic and Landscape Values"</i> on the <i>Scenic and Landscape Values Map</i>	The land has not been identified as <i>"Scenic and Landscape Values"</i> on the <i>Scenic and Landscape Values Map</i>	✓
7.6(2)	Consideration of salinity processes	The proposed building works are minor in the context of the existing building and will not have any effect on the salinity of the land	✓
7.7(2)	Provision of water, sewerage and public amenities and services	The site is currently serviced by the required utility service infrastructure	✓
7.8(3)	Active street frontages are required for development on land identified as <i>"Active Street Frontage"</i> on the <i>Active Street Frontage Map</i>	The land has not been identified as <i>"Active Street Frontage"</i> on the <i>Active Street Frontage Map</i>	✓
7.9(3)	The effects of aircraft noise associated with the future operations of the Badgery's Creek airport site	The proposed building works will not be adversely affected by aircraft noise associated with the future operations of the Badgery's Creek airport site	✓

The proposal complies with all of the relevant provisions of *PLEP 2010*.

5.0 Other Environmental Planning Instruments

5.1 State Environmental Planning Policy No.64

State Environmental Planning Policy No.64 - Advertising and Signage (SEPP 64), which was made on 16 March 2001, applies to this proposal.

The relevant aims of the *Policy* as expressed in Clause 3(1) are:

- (a) to ensure that signage (including advertising):
 - (i) is compatible with the desired amenity and visual character of an area;
 - (ii) provides effective communication in suitable locations; and
 - (iii) is of high quality design and finish;
- (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.

The signs represent "*building identification signs*", "*business identification signs*" and "*signage*" under the terms of the *Policy*.

Under the terms of Clause 6, *SEPP 64* applies to all signage.

Clause 8 of the *Policy* requires Council to be satisfied that signage:

- is consistent with the objectives set out in Clause 3(1)(a); and
- satisfies the assessment criteria specified in Schedule 1 of the *Policy*.

The proposed signage is consistent with the objectives set out in Clause 3(1)(a) in that:

- it is compatible with the desired amenity and visual character of this area;
- it provides effective communication in a suitable location; and
- it is of high quality design and finish.

The following is a summary assessment of the signage under the terms of the assessment criteria contained in Schedule 1 of *SEPP 64*.

Assessment Criteria - Schedule 1 - State Environmental Planning Policy No.64		
Element	Assessment Criteria	Assessment
Character of the area	Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?	Yes
	Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?	The signage is compatible and consistent with other signage established in this area
Special areas	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?	No

Assessment Criteria - Schedule 1 - State Environmental Planning Policy No.64		
Element	Assessment Criteria	Assessment
Views and vistas	Does the proposal obscure or compromise important views?	No
	Does the proposal dominate the skyline and reduce the quality of vistas?	No
	Does the proposal respect the viewing rights of other advertisers?	Yes
Streetscape, setting or landscape	Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?	The scale, proportion and form of the signs are compatible and consistent with the scale of the development on the land and signage in the area generally
	Does the proposal contribute to the visual interest of the streetscape, setting or landscape?	The signage will contribute to interest when viewed from the public domain and assist in way-finding in this area
	Does the proposal reduce clutter by rationalising and simplifying existing advertising?	Yes
	Does the proposal screen unsightliness?	There are no unsightly elements in this area to be screened
	Does the proposal protrude above buildings, structures or tree canopies in the area or locality?	The signage is integrated into the building form and will not protrude above buildings, structures or tree canopies in this area
Site and building	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?	The scale, proportion and form of the signage are compatible and consistent with the scale of the development on the land and signage in the area generally
	Does the proposal respect important features of the site or building, or both?	Yes
	Does the proposal show innovation and imagination in its relationship to the site or building, or both?	The signage provides a modern approach to signage on the land and is consistent with contemporary standards for signage
Associated devices and logos with advertisements and advertising structures	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?	Yes
Illumination	Would illumination result in unacceptable glare?	No
	Would illumination affect safety for pedestrians, vehicles or aircraft?	No

Assessment Criteria - Schedule 1 - State Environmental Planning Policy No.64		
Element	Assessment Criteria	Assessment
	Would illumination detract from the amenity of any residence or other form of accommodation?	No
	Can the intensity of the illumination be adjusted, if necessary?	Yes
	Is the illumination subject to a curfew?	Yes. A light sensor is to be installed to turn the signs' illumination on and turned off when the hotel is closed
Safety	Would the proposal reduce the safety for any public road?	No
	Would the proposal reduce the safety for pedestrians or bicyclists?	No
	Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?	No

In relation to signs other than the "*building identification signs*" and "*business identification signs*", Clause 13(1)(b) requires Council to be satisfied that the proposal is acceptable in terms of its impact.

These signs will not have any effect on the level of amenity enjoyed by residents or occupants of any surrounding or nearby property.

In conclusion, the proposed signage is consistent with the objectives set out in Clause 3(1)(a) of *SEPP 64* and is satisfactory in terms of the assessment criteria contained in Schedule 1 of the *Policy*.

5.2 Other Environmental Planning Instruments

A summary assessment of the proposed subdivision in terms of other State environmental planning policies applying to the land and the development is as follows.

Instrument	Comment	Compliance
State Environmental Planning Policy No.55 - Remediation of Land	The proposal does not involve any significant earthworks.	✓
State Environmental Planning Policy (Infrastructure) 2007	<p>The hotel is a relatively recently constructed facility, i.e. circa 1972, and there is no evidence of the land having been formerly used to conduct any land contaminating activities, nor is there any evidence of surrounding land having been used for such activities. See Section 7.0 of this statement.</p> <p>The proposal is consistent with the aims, objectives and provisions of this <i>Policy</i></p>	✓
Sydney Regional Environmental Plan No 20 - Hawkesbury-Nepean River	<p>A transport impact assessment of the proposal, prepared by GTA Consultants, is to be submitted with the application. See Section 6.2 of this statement.</p> <p>The assessment concludes the traffic and parking implications associated with the proposed alterations and additions are considered minimal and are not expected to result in any operational or safety issues on the surrounding road network.</p> <p>The development does not involve any uses that would be affected by the noise of traffic using Richmond Road.</p> <p>The proposal is consistent with the aims, objectives and provisions of this <i>Policy</i></p> <p>The proposal will not discernibly increase the extent of impervious surfaces on the site, nor does it propose any significant alterations to the existing approved stormwater drainage infrastructure associated with the development on the land.</p> <p>A stormwater drainage plan complying with Council's requirements, prepared by Cardno, is to be submitted with the application.</p> <p>The proposal will not have any effect on the environment of the Hawkesbury-Nepean River system and is consistent with the aims, objectives and provisions of this <i>Plan</i></p>	✓

The proposal is satisfactory in terms of relevant State and regional environmental planning policies applying to it.

6.0 Penrith Development Control Plan 2014

6.1 General

Penrith Development Control Plan 2014 (PDCP 2014), which came into effect on 17 April 2015, applies to this proposal.

The principles for development controls contained in the *Plan*, as expressed in Part 1.2, are:

- to provide a long term vision for cities, based on sustainability; intergenerational, social, economic and political equity and their individuality;
- to achieve long term economic and social security;
- to recognise the intrinsic value of biodiversity and natural ecosystems, and protect and restore them;
- to enable communities to minimise their ecological footprint;
- to build on the characteristics of ecosystems in the development and nurturing of healthy and sustainable cities;
- to recognise and build on the distinctive characteristics of cities, including their human and cultural values, history and natural systems;
- to empower people and foster participation;
- to expand and enable cooperative networks to work towards a common, sustainable future;
- to promote sustainable production and consumption, through appropriate use of environmentally sound technologies and effective demand management; and
- to enable continual improvement, based on accountability, transparency and good governance.

As the application relates solely to minor alterations and additions contained largely within the profile of the existing contemporary hotel/motel building on the land, the provisions of *PDCP 2014* are of little relevance to this proposal.

The proposal is consistent with relevant Parts of the *Plan* relating to:

- site planning and design;
- vegetation management;
- water management;
- land management;
- waste management;
- landscape design;
- public domain;
- noise and vibration; and
- infrastructure and services.

The Parts of the *Plan* of relevance to this application are:

- Part C9 - Advertising and Signage; and
- Part C10.5 - Parking, Access and Driveways.

6.2 Car Parking

The relevant objectives of Part C10.5 - Parking, Access and Driveways in *PDCP 2014* are:

- to ensure the provision of an appropriate number of vehicular spaces having regard to the activities present and proposed on the land, the nature of the locality and the intensity of the use;
- to require parking areas to be designed and constructed in accordance with the Australian Standards for efficient and safe vehicle circulation and parking;
- to reduce pedestrian and vehicle conflicts on development sites;
- to facilitate an appropriate level of on-site parking provision to cater for a mix of development types;
- to minimise the visual impact of on-site parking;
- to provide adequate space for parking and manoeuvring of vehicles (including service vehicles and bicycles);
- to enable the conversion of above ground parking to other future uses; and
- to support the complementary use and benefit of public transport and non-motorised modes of transport, such as bicycles and walking.

The off-street parking required for hotels under the terms of Part C10.5 is:

- 1 space/4m² of bar floor area; and
- 1 space/6m² of lounge and dining area.

A transport impact assessment of the alterations and additions has been prepared by GTA Consultants and is to be submitted with the application.

The assessment indicates that:

- there are currently 163 off-street car spaces provided in connection with the existing development on the land and the hotel operates a mini-bus shuttle service for use by its patrons;
- based on the car parking requirements contained in *PDCP 2014*, a total of 164 car spaces are required to accommodate the hotel, as altered and added to;
- the proposal involves the provision of an additional 4 spaces, bringing the total number of spaces to 167;
- the proposed parking layout is consistent with the dimensional requirements set out in *PDCP 2014* and/or *Australian/New Zealand Standard for Off Street Car Parking (AS/NZS 2890.1:2004 and AS/NZS 2890.6:2009)*;
- a loading bay is to be provided and designed to accommodate a 12.5m Heavy Rigid Vehicle to facilitate all loading and unloading operations associated with the site, notably the bottle shop;
- the proposed development is expected to generate an additional 17 vehicle movements in the evening peak hour; and
- there is adequate capacity in the surrounding road network to cater for the traffic generated by the proposed development.

The assessment concludes that the traffic and parking implications associated with the proposed alterations and additions are considered minimal and are not expected to result in any operational or safety issues on the surrounding road network.

Accordingly, the proposal is consistent with the objectives and requirements contained in Part C10.

6.3 Signage

The objectives for signage in commercial zones, expressed in Section C9.4 of *PDCP 2014*, are:

- to promote an integrated design approach to all signage in character with the locality and its architectural and landscape features;
- to prevent the proliferation of advertising signs;
- to permit the adequate display of information concerning the identification of the premises, the name of the occupier and the activity conducted on the land;
- to encourage a coordinated approach to advertising signs where multiple occupancy of buildings or sites occurs;
- to prevent distraction to motorists and road users, and minimise the potential for traffic conflicts; and
- to ensure signage does not create conflicts or safety problems for pedestrians.

The proposed signage as specified in Section 3.2 of this statement has been designed to rationalise and co-ordinate the signage associated with the hotel.

The site is extremely large, having an area of 8,913m², and the hotel is setback a significant distance from Richmond Road and Boomerang Place, the roads most likely to be used to access the hotel.

In this context, the size and extent of the proposed signage is satisfactory and appropriate and will not affect any nearby residential property.

All of the signage relates to identifying the use of the hotel or products and services it provides.

The signage is consistent with the objectives and controls contained in:

- Part 9.1 - General Requirements for Signs; and
- Part 9.4 - Commercial, Mixed Use & Industrial Zones.

6.4 Conclusion

The proposal is consistent with the relevant objectives and provisions of *PDCP 2014*.

7.0 Environmental Impact Assessment

Potential for Land Contamination

A land use study, prepared by the Project Architect, is to be submitted with the application.

The study involved a search of land titles from 1935 to 1988 and aerial photographs from 1955 to 1970 and indicates that the site:

- has been owned by graziers and farmers over that period; and
- has not been subject to cultivation.

Accordingly, it is reasonable to assume that the land has only been used for grazing purposes.

Significant site works were required to facilitate the construction of the hotel, which, at that time, was known as the Cambridge Colonial Hotel Motel. These earthworks were carried out in accordance with a plan prepared by Civil & Civic in 1971-72.

The aerial photographs do not indicate any potential land contaminating activities having been carried out on the land, or any surrounding property, between 1955 and the construction of the hotel.

The proposal does not involve any significant earthworks.

There do not appear to be any issues relating to the soil conditions on the site that would preclude the approval of the development as proposed.

Built Form

The proposed building works will largely be accommodated within the existing building profile and will not be readily discernible in the context of the existing building's:

- setbacks from boundaries;
- height, bulk and scale; and
- site coverage.

The proposed works will be satisfactory and appropriate when viewed from the public domain, the surrounding road network and nearby residential properties.

Natural Environment

The proposed building works will not significantly affect the existing landscaping of the site or any natural areas in the vicinity of the site.

Traffic/Car Parking

Traffic implications associated with the proposed alterations and additions are considered minimal and are not expected to result in any operational or safety issues on the surrounding road network. The off-street car parking needs generated by the development on the land can adequately be accommodated on-site. See Section 6.2.

Acoustic Considerations

An acoustic assessment of the proposed alterations and additions, prepared by The Acoustic Group, is to be submitted with the application.

The assessment concludes that:

- the alterations and additions are primarily of an aesthetic nature and would not give rise to any perceptible or measurable increase in noise from the hotel when assessed at residential boundaries;
- the alterations and additions may have a minor degree of potential increase in noise from mechanical plant as a result of upgrading of the kitchen and serving area, in which case this plant would need to satisfy the criterion of background +5 dB(A), which for a conservative basis is suggested to have a design target no greater than background level at residential receivers; and
- there are no acoustic issues arising from the proposed alterations and additions.

Access

The proposed building works will not affect:

- pedestrian access arrangement and facilities;
- vehicular access arrangements; or
- on-site loading facilities.

The addition to the western entry foyer has been designed to improve access for people with a disability.

Residential Amenity

The proposed building works will not have any discernible effect on the amenity enjoyed by residents of surrounding properties in terms of:

- privacy, both visual and aural;
- solar access;
- view loss; or
- visual impact.

Conclusion

The proposal:

- will not have any effect on the built or natural environment;
- provides satisfactory pedestrian and vehicular access;
- provides adequate car parking and loading facilities; and
- will not discernibly affect the amenity of any residential property in the vicinity of the site.

8.0 Statutory Compliance Assessment

The following is a summary assessment of the proposal under the heads of consideration contained in Section 79C(1) of the *Environmental Planning and Assessment Act 1979*.

Section 79C(1)(a)(i) - The provisions of any environmental planning instrument

The proposal is permissible, with Council's consent, and conforms with the relevant provisions of the environmental planning instruments applying to this land. See Sections 4.0 and 5.0.

Section 79C(1)(a)(ii) - The provisions of any proposed instrument that is, or has been, publicly exhibited and notified to the consent authority

There are no relevant instruments applicable to this land or this proposal.

Section 79C(1)(a)(iii) - The provisions of any development control plans

The proposal is consistent with the relevant development control plan applicable to it. See Section 6.0.

Section 79C(1)(a)(iiia) - The provisions of any planning agreement under Section 93F

The proposal does not involve any planning agreement under Section 93F.

Section 79C(1)(a)(iv) - Matters prescribed by the Regulations

There are no relevant matters prescribed by the *Regulations* applicable to this matter. All building work is to be carried out in accordance with the requirements of the *BCA*.

Section 79C(1)(b) - Likely impacts of the development

The proposal will have no adverse or identifiable impact in terms of:

- context and setting;
- access, transport and traffic;
- the public domain;
- utilities;
- heritage;
- other land resources;
- water;
- soils;
- air and microclimate;
- flora and fauna;
- waste;
- energy;
- noise and vibration;
- natural hazards;
- technological hazards;
- safety, security and crime prevention;
- social impact;

- economic impact;
- site design and internal design;
- construction; or
- cumulative impacts.

Section 79C(1)(c) - Suitability of the site for the development

The site is suitable for the proposed development in accordance with the requirements of *Penrith Local Environmental Plan 2010* and *Penrith Development Control Plan 2014*.

Section 79C(1)(d) - Submissions

Any submission received by Council following the notification of the application in accordance with Council's notification policy is to be considered in the determination of this application.

Section 79C(1)(e) - Public interest

There is no issue, which is in the public interest, that should preclude the approval of this proposal.

In fact, the public interest would best be served by the approval of this application in light of:

- the upgrading of the services and facilities that the hotel provides to the local community as a result of the building works proposed;
- the works resulting in the facility meeting contemporary hotel standards; and
- the employment opportunities that will result from the approval during the construction phase of the development.

9.0 Conclusion

The proposed building works are permissible, with Council's consent, under the terms of *Penrith Local Environmental Plan 2010* and comply with the relevant provisions of the *Plan*.

The development is consistent with the requirements of *Penrith Development Control Plan 2014*.

The proposal will not have any effect:

- on the amenity of surrounding residential properties in terms of overshadowing, loss of privacy, visual impact or view loss; or
- on the streetscape presentation of the property.

The proposal will not compromise traffic safety in this locality and adequately satisfies the off-street parking needs generated by the development.

The public interest would best be served by the approval of this application in light of:

- the upgrading of the services and facilities that the hotel provides to the local community as a result of the building works proposed;
- the works resulting in the facility meeting contemporary hotel standards; and
- the employment opportunities that will result from the approval during the construction phase of the development.

The proposal conforms with the statutory heads of consideration contained in Section 79C of the *Environmental Planning and Assessment Act 1979*.

Accordingly, the application is suitable for approval.