

# Statement of Environmental Effects

Alterations and Additions to Lennox Village Shopping Centre

2-20 Pyramid Street, Emu Plains

PREPARED FOR CHALLENGER INVESTEMENT PARTNERS

July 2020

**macroplan**

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# Introduction

The purpose of this Statement of Environmental Effects (SEE) is to support a 'Development Application' (DA) for an alterations and additions to an existing shopping centre at 2 – 20 Pyramid Street, Emu Plains – known as Lennox Village Shopping Centre. The site is formally known as Lot 1 DP 610862. The site is located within Penrith City Council local government area (LGA).

This DA is based on plans prepared by i2C and includes this Statement of Environmental Effects (SEE) and supporting studies. This report provides an assessment of potential impacts from the proposed alterations and additions to the existing shopping centre against the relevant environmental planning framework which includes, but is not limited to, State Environmental Planning Policies, the *Penrith Local Environmental Plan 2010* (LEP), and the *Penrith Development Control Plan 2014* (DCP).

The assessment finds that the proposal is generally consistent with the outcomes and objectives identified in the relevant environmental planning framework, in particular, the proposal is compliant with applicable development standards outlined by the LEP and is substantially compliant with the controls outlined within the DCP.

A Pre-DA meeting was held by Penrith City Council on 5 May 2020 to provide Council's feedback on the preliminary proposal and assessment requirements. At this meeting Council identified several potential issues that needed to be addressed, specifically in relation to traffic and tree removal. We are of the opinion that the architectural plans and supporting documentation addresses Council's initial feedback on the proposed development.

In general terms, the proposal includes:

- demolition to parts of the Aldi building façade and retail trade area;
- modifications to the existing Aldi store including expanding the retail trade area;
- reconfiguring the layout of the carpark including additional car parking spaces;
- modifications to the loading and servicing areas including additional loading bays;
- the relocation of the existing compactor and condenser deck; and
- works to create an outdoor courtyard area including enclosing the area from the car park.

This assessment report recommends that the proposed development is approved by Penrith City Council as the development is permissible with consent and will not result in significant impacts on the environment and the local community.

This report is structured as follows:

**Section 1** – Proposal description

**Section 2** – Site and locality description

**Section 3** – Statutory planning framework

**Section 4** – Planning assessment

**Section 5** – Conclusion

**Attachments:**

Appendix A – Architectural Plans

Appendix B – DCP Compliance Table

Appendix C – Traffic and Parking Impact Assessment

Appendix D – Acoustic Report

Appendix E – Contamination

Appendix F – Stormwater Management

Appendix G – Building Code of Australia

Appendix H – Arborist Report

Appendix I – Landscape Plans

Appendix J – Survey Plan

Appendix K – Construction & Demolition Waste management Plan

# Section 1: Proposal Description

This section of the report provides a description of the proposed development.

## 1.1 General Proposal Description

The DA proposes alternations and expansion to Lennox Village Shopping Centre with the expansion to Aldi supermarket and alterations to the courtyard area.

Under the LEP, the proposed development is defined as:

***commercial premises*** means any of the following—

- (a) *business premises,*
- (b) *office premises,*
- (c) *retail premises.*

The development is appropriately categorised as a retail premises, specifically a “shop”. The LEP defines as “shop” as being:

***shop*** means premises that sell merchandise such as groceries, personal care products, clothing, music, homewares, stationery, electrical goods or the like or that hire any such merchandise, and includes a neighbourhood shop and neighbourhood supermarket, but does not include food and drink premises or restricted premises.

A detailed description of the proposal including its various components, is provided below. Reference can also be made to the architectural plans accompanying the DA (Appendix A), prepared by i2C.

## 1.2 Detailed Description of the Proposed Development

The proposed development includes alterations and expansion to an existing shop, with the proposed works comprising of:

- Partial demolition to the existing Aldi supermarket with the removal of two walls;
- Removal of twelve (12) car parking spaces and associated asphalt, footpaths and services;
- Removal of eight (8) trees and associated landscaping;
- Extension to the existing Aldi supermarket;
- Removal of the existing storage building and the erection of a 22m<sup>2</sup> storage area;
- Relocation of compactor;
- New condenser area;
- Construction of twenty-eight (28) car parking spaces, including footpaths;

- Partial demolition to the existing courtyard area, including removal of glazing, door and one (1) tree; and
- Construction of an external courtyard area including construction of permeable screening to enclose the courtyard area and new window glazing and doors.

Seating and other fixtures in the external courtyard area will be undertaken as exempt development under State Environmental Planning Policy (Exempt and Complying Development Codes) 2008.

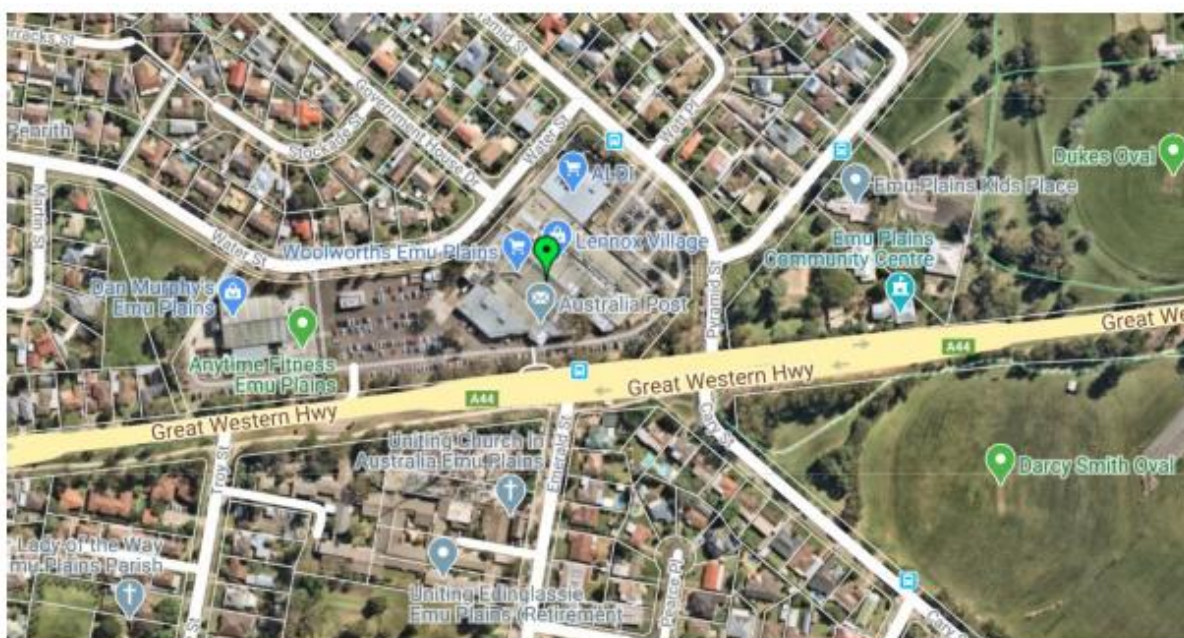
## Section 2: Site and Locality Description

This section of the report provides a detailed description of the site, its immediate surrounds as well as the broader locality.

### 2.1 Site Description

Lennox Village Shopping Centre is located on the corner Great Western Highway and Pyramid Street, Emu Plains (Lennox Village). The shopping centre is generally surrounded by residential development. To the site's east and west are parklands and recreational open space.

Figure 1. Site context



Source: Nearmaps, 2020

The proposed development is to occur on the north-eastern corner of the site near the Pyramid Street entrance and on the southern side of the main shopping centre building.

The site is legally described as Lot 1 DP 610862. Council identifies the site's property address as 2 - 20 Pyramid Street Emu Plains while the NSW Planning Portal identifies the site's property address as 1 Pyramid Street Emu Plains.

The site occupies three separate buildings with the Aldi supermarket being located in the larger building on the eastern side of the site.



**Figure 2. Property boundary**



Source :Nearmaps, 2020

#### Site Boundaries and Area

The site is irregular in shape and has an overall site area of approximately 33,996sqm with a 331m frontage onto the Great Western Highway, a 188m frontage onto Pyramid Street and a 285m frontage onto Water Street.

#### Existing Developments

The site is currently used as a commercial premises, known as Lennox Village Shopping Centre. The site contains three buildings and an at grade car park.

#### Site Access

The site contains an existing shopping and has three (3) street frontages, the site is accessible via the following entry/exit points:

- Pyramid Street;
- Water Street; and
- Greaten Western Highway.

#### Vegetation

The site contains vegetation along the three frontages and side boundary. The courtyard area contains two trees.

### Adjoining Development and Natural Environmental Features

The site is bounded by Great Western Highway, Pyramid Street, Water Street and parkland. The surrounding area is characterised by residential development to the north, south and west and community facilities to the north east.

## **2.2 Locality Description**

### Land Use Description

An aerial view of the border locality is provided below.

**Figure 3. Surrounding Area**



Source: [www.realcommercial.com.au](http://www.realcommercial.com.au) (accessed June 2020)

In terms of land use, the built form is predominantly characterised by residential dwellings. A large proportion of the residential character is comprised of one and two storey detached dwellings. To the north-east of the site is a number of community facilities consisting of the Emu Plains Community Centre, Emu Plains Kids Place, Emu Plains Tennis Courts and Dukes Oval.

## Section 3: Statutory Planning Framework

This section considers the planning and environmental legislation applicable to the proposed development and demonstrates the development's compliance with the applicable legislation. This section relies on architectural plans prepared by i2C and the supporting technical assessments attached to this SEE.

### 3.1 Environmental Planning & Assessment Act, 1979 (EP&A Act)

The EP&A Act provides the overarching development assessment framework for NSW. Section 4.15 of the EP&A Act specifies a council's statutory obligation to consider the likely impacts of a development including the impacts on the natural/built environments as well as social and economic impacts on the locality. The matters of consideration dictated by section 4.15 include relevant environmental planning instruments, development control plans, and the proposal's environmental, social and economic impacts. This SEE addresses the required matters of consideration under the EP&A Act.

### 3.2 State Environmental Planning Policies (SEPPs)

#### State Environmental Planning Policy (Infrastructure) 2007

The proposed development fronts onto the Great Western Highway, which is identified as a Classified Road, and will continue to allow vehicular ingress to the site through the provision of a slip lane entry for vehicles travelling eastbound.

The proposed development has been assessed against Clause 104 and Schedule 3 of the *State Environmental Planning Policy (Infrastructure) 2007* to determine whether the development is deemed to be traffic generating, and therefore would require referral to RMS (now known as Transport for NSW). Specifically, Clause 104 states:

*(1) This clause applies to development specified in Column 1 of the Table to Schedule 3 that involves—*

- (a) new premises of the relevant size or capacity, or*
- (b) an enlargement or extension of existing premises, being an alteration or addition of the relevant size or capacity.*

*(2) In this clause, **relevant size or capacity** means—*

- (a) in relation to development on a site that has direct vehicular or pedestrian access to any road (except as provided by paragraph (b))—the size or capacity specified opposite that development in Column 2 of the Table to Schedule 3, or*
- (b) in relation to development on a site that has direct vehicular or pedestrian access to a classified road or to a road that connects to a classified road where the access (measured along the alignment of the connecting road) is within 90m of the*

*connection—the size or capacity specified opposite that development in Column 3 of the Table to Schedule 3.*

*(2A) A public authority, or a person acting on behalf of a public authority, must not carry out development to which this clause applies that this Policy provides may be carried out without consent unless the authority or person has—*

*(a) given written notice of the intention to carry out the development to RMS in relation to the development, and*

*(b) taken into consideration any response to the notice that is received from RMS within 21 days after the notice is given.*

*(3) Before determining a development application for development to which this clause applies, the consent authority must—*

*(a) give written notice of the application to RMS within 7 days after the application is made, and*

*(b) take into consideration—*

*(i) any submission that RMS provides in response to that notice within 21 days after the notice was given (unless, before the 21 days have passed, RMS advises that it will not be making a submission), and*

*(ii) the accessibility of the site concerned, including—*

*(A) the efficiency of movement of people and freight to and from the site and the extent of multi-purpose trips, and*

*(B) the potential to minimise the need for travel by car and to maximise movement of freight in containers or bulk freight by rail, and*

*(iii) any potential traffic safety, road congestion or parking implications of the development.*

*(4) The consent authority must give RMS a copy of the determination of the application within 7 days after the determination is made.*

“Car parks (whether or not ancillary to other development)” and “shops” are identified as development categories in Column 1 of Schedule 3 of the SEPP. The development specified in Column 1 may involve the erection of new premises or an enlargement or extension of existing premises. However, if the development involves an enlargement or extension of existing premises, the relevant size or capacity specified in the table (i.e. Columns 2 and 3) is the additional (rather than the total) size or capacity of the premises as a result of the enlargement or extension. The development proposes an additional 234m<sup>2</sup> of additional gross leasable floor space to an existing “shop” and 16 additional car spaces. The trigger for referral to RMS is 500m<sup>2</sup> in gross floor area for a shop and 50 or more additional car parking spaces. Hence, the development does not trigger any of the size or capacity thresholds and therefore a referral to RMS / TfNSW is not required.



### **State Environmental Planning Policy No. 55 – Remediation of Land**

All development applications must be assessed against the *State Environmental Planning Policy No.55 – Remediation of Land* (SEPP55). On land subject to a development application, Clause 7 of SEPP 55 requires the consent authority to assess any potential contamination of the land, and if the site is deemed suitable for its intended use, in its current state or following any remediation.

Site contamination has been addressed in section 4.4 of this report and Appendix E, where Greencap Pty Ltd has assessed the impacts of the proposed development and recommended a number of management measures to minimise risks and impacts.

### **Sydney Regional Environmental Plan (SREP) No. 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. The SREP is applicable to the subject site.

Clause 4 of the SREP requires a consent authority determining an application for which consent is required to consider the general planning considerations set out in clause 5, and the specific planning policies and related recommended strategies set out in clause 6, as they are applicable / relevant to the proposed development. The proposed development does not impact on the Hawkesbury-Nepean River system and is considered to be a minor alteration to an existing shopping centre development. Potential environmental impacts from the proposed development are minor and manageable as detailed in section 4 below and the supporting technical assessments.

### **3.3 Penrith Local Environmental Plan (LEP) 2010**

The Penrith LEP 2010 aims to promote development that is consistent with the Council's vision for Penrith to be a sustainable and prosperous region and that the provision of services and facilities caters for Penrith's growing population. The proposed development ensures that the shopping centre, particularly the Aldi supermarket, will continue to service the localities existing and future residents.

The subject site is zoned B2 – Local Centre under Penrith LEP 2010 (Figure 4). The objectives of the land use zone are outlined below including development which is permissible with consent and prohibited development. The proposed development needs to be permitted with consent and be consistent with the objectives of the B2 Local Centres zone in order for Council to be able to assess and approve the development.

#### ***B2 Local Centre Zone***

##### ***1 Objectives of zone***

- *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.*

## **2 Permitted without consent**

*Home occupations*

## **3 Permitted with consent**

*Boarding houses; Building identification signs; Business identification signs; Car parks; Centre-based child care facilities; Commercial premises; Community facilities; Educational establishments; Entertainment facilities; Flood mitigation works; Function centres; Home businesses; Home industries; Information and education facilities; Medical centres; Oyster aquaculture; Passenger transport facilities; Places of public worship; Public administration buildings; Recreation areas; Recreation facilities (indoor); Registered clubs; Respite day care centres; Restricted premises; Roads; Service stations; Shop top housing; Tank-based aquaculture; Tourist and visitor accommodation*

## **4 Prohibited**

*Pond-based aquaculture; Any other development not specified in item 2 or 3*

The proposed development is permissible with development consent from Penrith City Council as the development is defined as a “commercial premises”. Penrith LEP 2010 defines a commercial premise as follows:

**commercial premises** means any of the following—

- (a) *business premises,*
- (b) *office premises,*
- (c) *retail premises.*

The development is appropriately categorised as a retail premises, specifically a “shop”. The LEP defines a “shop” as being:

**shop** means *premises that sell merchandise such as groceries, personal care products, clothing, music, homewares, stationery, electrical goods or the like or that hire any such merchandise, and includes a neighbourhood shop and neighbourhood supermarket, but does not include food and drink premises or restricted premises.*

The site already operates as a “commercial premises” i.e. a “shop” and the proposed development is consistent with the objectives of the B2 Local Centre zone as it will continue to provide a range of retail uses that will service the needs of the people who work, visit and live in the local area.

**Figure 4. Land use zoning of site**



*Source: NSW Government's Planning Portal (Accessed April 2020)*

Under the Penrith LEP, the site has a 15m building height restriction (clause 4.3). The development does not exceed the height limit and is consistent with the current building height. The site is not restricted by a Floor Space Ratio (FSR) control (clause 4.4); is not located in a heritage conservation area (clause 5.10); nor is it impacted by flooding (clause 7.2). The LEP includes a provision regarding active street frontages (clause 7.8) which generally applies to B2 zoned land however the subject site has not been identified as an active street frontage.

### **3.4 Development Control Plans**

Penrith Development Control Plan 2014 (DCP) includes controls and requirements applicable to the proposed development. An assessment of the proposed development against the relevant objectives and prescriptive measures of the DCP are included within Appendix B. Overall, the development generally complies with the DCP.

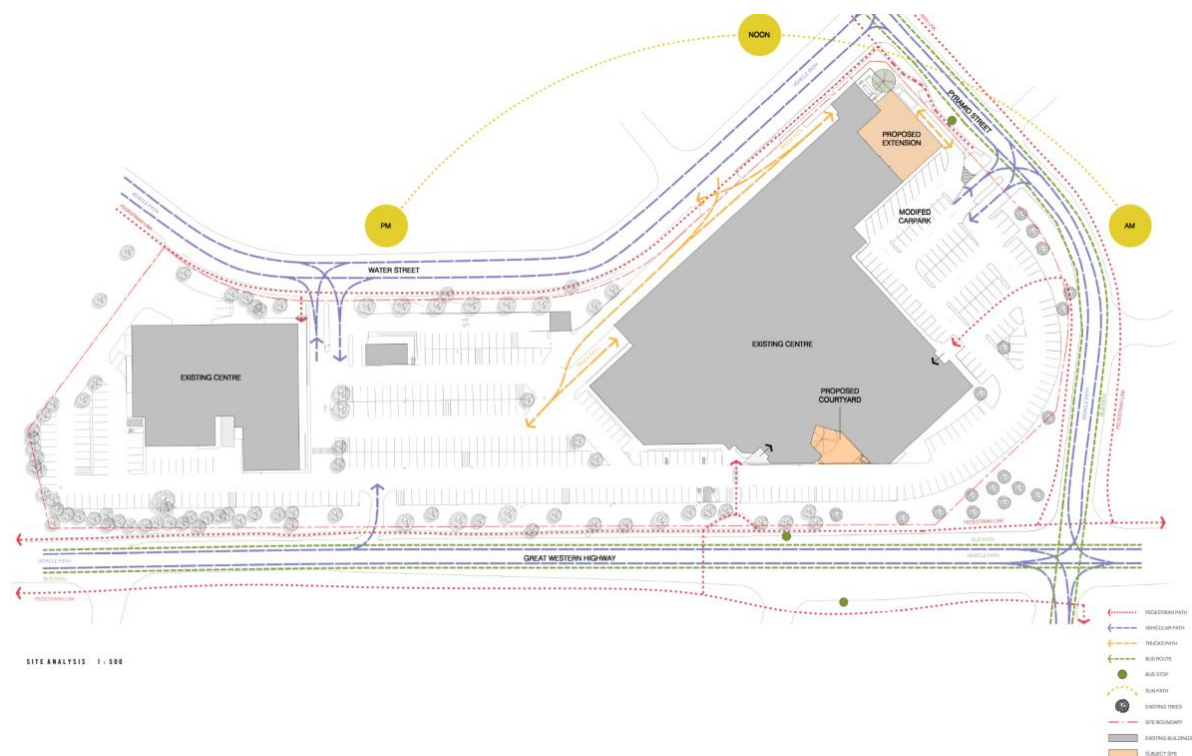
## Section 4: Planning Assessment

This section identifies and discusses the key environmental impacts of the proposed alternations and additions to the existing *Commercial premises*. The shopping centre, including Aldi will continue to operate during both demolition and construction works and arrangements put in place to manage safe access and egress for visitors and employees. In addition, the proposed development may result in impacts on the local community and environment and as such this section of the report assesses these potential impacts including noise, traffic, contamination, waste management, heritage, vegetation removal and water and stormwater management. Specialist studies have also been prepared to support this assessment.

### 4.1 Architectural Statement

The final site analysis plan prepared by i2C (Appendix A) shows the proposed layout of the site including the final building configuration of the Aldi store; the final modified car park area directly to the east of the Aldi store as well as changes to loading and servicing areas. In addition, a screen wall is being added to the southern elevation of the main shopping centre building to enclose an outdoor landscaped area which is proposed to be converted into an outdoor courtyard area. The proposed development will primarily improve the retail offering and internal functioning of the Aldi supermarket and the car park and servicing arrangements as well as providing additional amenity for customers and staff.

**Figure 5. Proposed alterations and additions to the existing shopping centre (main building)**



Source: i2C, Final Site Analysis



The current Aldi supermarket presents a hard edge façade to the existing carpark (Figure 6). The proposed development will result in a new façade treatment including high level windows to improve the visual presentation of the building (refer to Appendix A).

**Figure 6. South-eastern façade of existing shopping centre (main building) looking west**



The existing landscaped area which will be converted into an outdoor courtyard and seating area is shown in Figure 7. The proposed development will provide new timber flooring, an extension / modification to the existing roof, new doors and window glazing. This area will include seating and other fixtures to be carried out as exempt development). The enclosed but open-air courtyard will provide customers and staff with an alternative seating area to those provided within the shopping centre building including improving the safety of the area (i.e. not directly accessible from the car park).

**Figure 7. Existing courtyard area (main building) looking north-east**



*Source: Google maps (accessed June 2020)*

A desktop design review of the architectural drawings against the Building Code of Australia 2019 Parts C, D, E and F was undertaken by Modern Building Certifiers (MBC) (Appendix G). Architectural plans for the proposed development have been amended to address specific requirements identified by MBC.

#### **4.2 Traffic, access and parking**

The existing shopping centre site has multiple vehicle ingress and egress access points via Water and Pyramid Streets as well as a slip lane egress point off the Great Western Highway. The site has 421 existing car parking spaces.

Under this proposal, 12 existing car parking spaces adjoining the Aldi supermarket area will be removed to facilitate the expansion and reconfiguration of the Aldi supermarket. The development proposes 28 car parking spaces (i.e. a total net increase of 16 spaces on the site).

The existing loading dock currently accommodates up to 2 deliveries by 19m semi-trailers daily. With the removal of the loading spaces to the front of the store, the servicing by 6.4m small rigid vehicles for bread deliveries (of up to 2 deliveries a day) will be relocated to the rear loading dock. The existing loading dock and associated driveway off Water Street will remain unchanged. Any requirements for smaller service vehicles (i.e., deliveries, courier activity, maintenance, etc.), which typically involves van, utes, etc. will be able to use the proposed 2 loading spaces along the site's north-east frontage.

The site's compactor is proposed to be relocated. Minor kerb modification will be required at the site's access off Pyramid Street to accommodate the manoeuvring of a 9.1m medium rigid by private contractor's waste vehicle (MRV) in and out of the relocated compactor's access lane.

Pedestrian walkways to the western and southern frontages of the carpark will be provided to ensure pedestrian movements are safe, accessible, and free from vehicle conflict. Marked pedestrian crossing will be provided between the proposed store and the footpath opposite to ensure safe pedestrian access to/from the bus stop on Pyramid Street. In addition, directional and internal line-marking, pavement arrow signages will be provided to assist vehicle movements through the site

The Assessment of Traffic and Parking Implications (ATPI) prepared by TTPA (Appendix C) assessed the car parking demand for the site and concluded that the existing car park remains under-utilised under the existing shopping centre's demand. While the proposed development increases the Aldi supermarket's retail footprint by 234m<sup>2</sup>, the parking demand is unlikely to increase significantly as a result of the proposal. Council's car parking code requires 1 space per 10m<sup>2</sup> of floor area that is to be used for retailing activities. This indicates the need for 24 additional car spaces. Given the car parking survey undertaken indicates that the existing car park is underutilised; the retail offering is not a "new retail use" i.e. it is an expansion of an existing supermarket; and the majority of customers of the proposed development are expected to be people already visiting the shopping centre and Aldi supermarket, the proposed additional 16 car parking spaces is deemed adequate for this development.

It should be noted that RMS's Guide to Traffic Generating Developments also notes that an extension to a shopping centre is not likely to result in a pro-rata increase in parking demand and suggests a discount of 25% be applied as discussed below.

The proposed development requires 3 loading spaces to be provided in accordance with Council and RMS's service vehicle parking requirements. The Aldi store's 3 loading spaces will include:

- an existing loading dock to the northwest of the store, which can accommodate up to one 19m semi-trailer. The existing loading dock is accessible via Water Street.
- new 90-degree loading spaces along the store's north-eastern frontage, which can accommodate up to 2 utes/vans/B99 cars. The new loading spaces are accessible via the Great Western Highway, Pyramid Street and Water Street.

The servicing arrangement will remain unchanged with the relocated compactor and proposed access lane. The garbage collection will be completed twice a week while the card box will be emptied once every fortnight using a private contractor's waste vehicles (up to 9.1m MRV). The waste collection will take place outside the store's operating periods i.e. when traffic and pedestrian activities are minimal or non-existent. The truck will enter the site via Pyramid Street in a forward direction and reverse into the access lane on arrival, consistent with the existing arrangement. The truck will exit the access lane via Pyramid Street in a forward direction on departure. It is noted that proposed servicing layout is an improved configuration in terms of operation and safety than the existing arrangement, which involves a truck reversing and standing within the 12-car parking aisle to access the compactor.

The RMS Guide to Traffic Generating Developments provides trip generation rates for shopping centres that include land uses such as supermarket, specialty shops, office, medical and other associated trades. The ATPI used the traffic generation rate for a supermarket to ascertain the additional traffic generation to and from the site during the Thursday and Saturday peak periods. However, the guidelines indicate that an extension to an existing shopping centre is not likely to result in a pro-rata increase in traffic generation (or parking demand) and this is a factor dealt with in the RMS Development Guidelines, which suggests a discount of 25%. The ATPI report has therefore estimated that there will be approximately 28 additional vehicle trips during the Thursday evening peak hour and 27 additional vehicle trips during the Saturday midday peak hour. This traffic will be spread over the 3 access points. The ATPI concludes that this increase in vehicle movements will only represent a minor increase to the existing access movements and will be imperceptible to the total traffic movements occurring in the area.

#### **4.3 Acoustic**

An Acoustic Report has been prepared by Stantec (Appendix D). The purpose of this report was to assess the noise impact of the proposal in relation to sensitive noise receivers. Residential development surrounds the site and community facilities including a childcare centre are located to the east. The

report assesses noise emissions from the proposed development, the new condenser, the relocated compactor and the potential increase to traffic accessing the car parking area.

As part of the development, acoustic screening is proposed to screen the relocated compactor area and the new condenser. The incorporation of acoustic screening to these areas will assist in reducing the noise generated and will meet compliance.

It was determined that any additional traffic generated by the proposed expansion to the Aldi supermarket will be negligible in terms of traffic noise given the small increase car parking spaces.

#### **4.4 Contamination**

Greencap Pty Ltd (Greencap) was engaged to undertake a Preliminary Site Investigation (PSI) at Lennox Shopping Centre (the site) (Appendix E). The investigation area comprised two portions of site within the overall Lennox Shopping Centre that are proposed to be redeveloped, including an extension of the ALDI supermarket in the northern portion of the overall site, and a proposed courtyard in the southern portion of the site.

Based on the results of the desktop site history assessment, there is potential for contamination to exist which may impact the proposed development. As a result of the findings of the PSI, the report recommended that the following mitigation and management measures are implemented:

- Potentially contaminated fill material should be assessed through systematic soil sampling;
- A pre-demolition hazardous materials survey is recommended to be undertaken for the building on site prior to its demolition;
- A waste classification in accordance with the NSW EPA Waste Classification Guidelines would be required for any soil which may require offsite disposal; and
- A Safe Work NSW Dangerous Goods Search should be undertaken for the site.

#### **4.5 Water quality, stormwater and drainage**

Stantec Australia Pty Ltd prepared a Stormwater Management Plan (SMP) (Appendix F) addressing the stormwater design for the proposed expansion to the existing shopping centre and the associated car parking changes (Appendix F). The proposal meets the targets set out by Penrith City Council for the reduction of waterborne pollution. The MUSIC modelling shows that the proposal adequately complies and meets the targets for pollutants/issues.

In terms of flooding, it was found that the portion of the site where the majority of works are proposed is not affected by flooding and will not adversely impact the risk of flooding to surrounding properties if a 1% AEP flood event was to occur.

#### 4.6 Vegetation management and landscaping

Tree iQ were engaged to prepare an Arboricultural Impact Assessment (AIA) (Appendix H) to determine whether the proposed works would impact on the existing vegetation on the site. Along the north boundary, there are a total of eight (8) trees with one (1) of the trees being located outside the property boundary. The existing courtyard contains two (2) trees with one (1) tree being proposed to be removed.

The AIA considered the trees retention values and landscape significance. In regard to the nine (9) trees assessed, four (4) trees were of moderate landscape significance, with the remaining five (5) trees determined as being of low landscape significance. Notably, none of the trees met the criteria to be determined of high or very high landscape significance nor have any of the trees been allocated a value of 'Priority for Retention'.

The proposed development would include the removal of nine (9) trees, which are identified as Trees No. 54, 56, 57, 58, 59, 60, 61 and 10A on the architectural plans (as shown in Figure 8 and drawing No. DA03 within Appendix A excluding Tree No. 10A in the proposed courtyard area).

**Figure 8. Trees proposed to be removed (in red) and retained (in black)**



Source: i2C, Existing/ Demo ground floor plan - Supermarket

Trees 59 and 60 have been identified to be of low landscape significance and have been allocated a Retention Value of 'Priority for Removal', suggesting that removal of these trees is supported.

Trees 55 and 61 are located in the northern section of the site and will also need to be removed to accommodate the extension, relocated compactor and new service truck access lane. Trees 55 and 61 have been identified to be of low landscape significance and have been allocated a Retention Value of 'Consider for Removal', suggesting that removal of these trees will have a negligible impact.

The remaining trees identified as 54, 56, 57 and 58 will need to be removed. Tree 54, 56, 57 and 58 despite being labelled as 'Consideration for Retention', has a short Useful Life Expectancy due to its late-mature age class and reduced health. As such, the removal of Tree 54, 56, 57 and 58 is believed to have minimal impact to the existing site.

The loss of the above trees will be negated by replacement planting. The proposed landscaping of the site will incorporate seven (7) *Melaleuca linariifolia* to offset the loss of the trees proposed to be removed. The planting of these proposed trees will improve the visual amenity. The landscaping plans are included in Appendix I.

Tree 10A is located within the proposed courtyard area and will need to be removed. Tree 10A has been identified to be of low landscape significance and have been allocated a Retention Value of 'Consider for Removal', suggesting that removal of these trees will have a negligible impact.

Additionally, the assessment proposes a number of management measures to be considered during construction works to minimise potential impacts on tree 10 and 55. The proposal will incorporate fencing around identified trees to outline the Tree Protection Zones in order to protect these trees during the construction phase.

#### **4.7 Waste management**

Elephants Foot Recycling Solutions (EFRS) were engaged to prepare a Waste Management Plan (WMP) for the construction and demolition phase of the proposed extension of the Aldi supermarket (Appendix K). The WMP has been prepared considering federal, state and local guidelines and legislation including Council's DCP and Waste Management Guidelines. The WMP considers opportunities for reuse and recycling of waste material particularly during demolition as well as the management of hazardous waste materials if encountered. The WMP also includes management measures and procedures that should be followed during demolition and construction works.

The removal of waste during operations will continue under Aldi's current arrangements.

#### **4.8 Heritage**

The site is not a heritage item or in a heritage conservation. The proposed development is located in proximity to a heritage item located to the east of the site (i.e. item 76 - Emu Plains Public School (former) and trees). The development will not impact on the heritage significance of this heritage item as it is a minor extension to an existing building of similar scale, style and height to the existing building.

#### **4.9 Socio-economic impacts**

The proposed additions and alterations to the shopping centre will provide a social and economic benefit for the Aldi supermarket, its employees and the local community and will provide space for Aldi to provide an improved experience and service offering to its customers. The provision of an outdoor courtyard area will facilitate an open-air outdoor seating area for customers and staff.

## Section 5: Conclusion

This SEE and supporting documentation provides an assessment of the proposed alternations and expansion to Lennox Village Shopping Centre at 2-20 Pyramid Street Emu Plains. The proposed development will provide:

- Additional retail trade area and retail offerings as part of the existing Aldi supermarket.
- Improve vehicle movement, access and circulation within the site including additional car parking spaces.
- A new courtyard area for customers and staff to enjoy an outdoor environment.

The proposal has been assessed against the relevant environmental planning framework, including SEPPs, the Penrith LEP and DPC.

The development has been assessed against the applicable legislation and development standards and should not have a significant impact on the environment or local community subject to the recommendations and management measures from the specialist assessments being adopted.

Macroplan recommends that Council approve the proposed development.



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