



Statement of Environmental Effects

Proposed Car Park Rationalization

St Clair Shopping Centre

155 Bennett Road, St Clair

Lots 1 & 2 DP 1018519

**Prepared by Willowtree Planning Pty Ltd on behalf of
Ringmer Pacific Management Pty Ltd**

February 2018

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Statement of Environmental Effects

Proposed Car Park Rationalization

St Clair Shopping Centre – 155 Bennett Road, St Clair (Lots 1 & 2 DP 1018519)

EXECUTIVE SUMMARY

This Statement of Environmental Effects (SEE) has been prepared by Willowtree Planning Pty Ltd on behalf of Ringmer Pacific Management Pty Ltd, and is submitted to Penrith City Council to support a Development Application (DA) for the proposed car parking rationalisation within the site of St Clair Shopping Centre at 155 Bennett Road, St Clair (Lots 1 & 2 DP 1018519).

The proposal responds to operational issues impeding the efficiency and safety of the existing car park for vehicles and pedestrians. Specifically, traffic surveys have revealed that the existing car park design and access arrangements are characterised by inefficient traffic flow, 'pinch points', and poor pedestrian connectivity.

To improve the flow of traffic throughout the site and reduce conflicts between vehicles, pedestrians and the various land uses incorporated within the site, the proposed development entails alterations to the car parking layout, internal circulation routes and access points.

No changes to the built form of the shopping centre or other operational aspects of the shopping centre are proposed. Rather, improved car parking, vehicle circulation and access arrangements, will support the existing operations of the shopping centre and thereby reinforce its role in servicing the local area.

This SEE provides an assessment of the proposed development against the relevant matters for consideration under Section 79C of the *Environmental Planning and Assessment Act 1979* and the *Environmental Planning and Assessment Regulation 2000* (as amended). The relevant planning instruments assessed include the *Penrith Local Environmental Plan 2010* (PLEP2010) and the *Penrith Development Control Plan 2014* (PDPC2014).

Based on the assessment undertaken, it is recommended that Council's favorable consideration to the approval of the DA be given.

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PART A PRELIMINARY

1.1 INTRODUCTION

This Statement of Environmental Effects (SEE) has been prepared by Willowtree Planning Pty Ltd on behalf of Ringmer Pacific Management Pty Ltd, and is submitted to Penrith City Council to support a Development Application (DA) for the proposed car parking rationalisation within the site of St Clair Shopping Centre at 155 Bennett Road, St Clair (Lots 1 & 2 DP 1018519).

The key considerations relevant to the proposal are summarised as follows:

- The primary objective of the proposal is to improve the flow of traffic throughout the site and reduce conflicts between vehicles, pedestrians and the various land uses incorporated within the site.
- The proposal responds to operational issues impeding the efficiency and safety of the existing car park for vehicles and pedestrians. Traffic surveys have revealed that the existing car park design and access arrangements are characterised by inefficient traffic flow, 'pinch points', and poor pedestrian connectivity.
- The proposed development entails alterations to the car parking layout, internal circulation routes and access points.
- No changes to the built form of the shopping centre or other operational aspects of the shopping centre are proposed.
- Improved car parking, vehicle circulation and access arrangements, will support the existing operations of the shopping centre and thereby reinforce its role in servicing the local area.
- The proposal is located on land that is zoned B2 Local Centre pursuant to the PLEP2010, and within the B2 zone car parks and retail premises are permitted with consent. The proposal is also consistent with the relevant provisions of the PLEP2010.
- The development of the site is also subject to the PDCP2014. The proposal is generally consistent with the provisions of the PDCP2014 and where minor departure from the numeric controls is proposed, consistency with the objectives is demonstrated.
- The proposal preserves 411 of the 416 existing car parking spaces on the site, and will retain adequate car parking to support the demand generated by the shopping centre (98.8% of car parking preserved).
- The proposed car parking arrangements are compatible with the various land uses co-located on the site. Similarly, the proposal will positively contribute to the interface between the site and surrounding road network.

This SEE describes the site and proposed development, provides relevant background information and responds to the proposed development in terms of the relevant matters set out in relevant legislation, environmental planning instruments and planning policies.

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The structure of the SEE is as follows:

- **Part A** Preliminary
- **Part B** Development History
- **Part C** Site Analysis
- **Part D** Proposed Development
- **Part E** Legislative and Policy Framework
- **Part F** Likely Impacts of the Development
- **Part G** Conclusion

APPENDICES:

- Appendix 1** Pre-DA Meeting Minutes
- Appendix 2** DCP Compliance Table
- Appendix 3** Survey Plan
- Appendix 4** Site Plan
- Appendix 5** Stormwater Report and Plans
- Appendix 6** Traffic Design Statement
- Appendix 7** Access Statement

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PART B DEVELOPMENT & PLANNING HISTORY

2.1 PREVIOUS APPLICATIONS

The existing shopping centre has been the subject of multiple DAs and Complying Development Certificates (CDCs) for the fitout and use of individual tenancies. Approvals have also been granted with respect to the takeaway food and drink premises and service station on separate lots within the overall site.

2.2 PRE-APPLICATION MEETING MINUTES

A Pre-Application Meeting with Penrith City Council on 12 September 2017 was attended by Graham Green, Craig Squires, Allison Cattell and Elizabeth Condon of Council, and Chris Wilson representing the applicant. Meeting Minutes (**Appendix 1**) were distributed by Penrith City Council in respect of the proposed development. The information, recommendations and requirements presented within these minutes have informed the design of the development for which this DA seeks consent as well as the form and content of this application.

Table 1 summarises and addresses specific matters raised in the Pre-Application Meeting Minutes.

<i>Table 1: Response to Pre Application Meeting Minutes</i>	
<i>Minutes</i>	<i>Comment</i>
The site contains a number of easements, including in relation to parking, right of carriageway, restriction for sight lines, right of footway, signage, signage power supply, padmount substation, drainage, electricity and underground mains.	The proposed development has been designed with respect to all easements affecting the site.
The site is identified as having potential to flood.	The proposal relates to car parking only, and does not relate to any flood sensitive land uses. A Stormwater Concept Plan (Appendix 5) has been prepared to confirm the suitability of the proposal in terms of stormwater.
The development is Local Development.	Noted.
Should development be proposed within an easement, written permission from the authority is required to be submitted.	Noted.
A car space deficit is not supported. Any reconfiguration of the car park is to allow for no less than the car spaces approved for the site, unless a reduced demand can be demonstrated.	<p>The proposal preserves 411 of the 416 existing car parking spaces on the site, and will retain adequate car parking to support the demand generated by the shopping centre (98.8% of car parking preserved).</p> <p>The minor reduction in car parking is incidental to the changes required to reduce congestion and improve queuing impacts across the site. Given the proposal achieves the key objectives of improving driver amenity, the minimal loss of car parking is considered acceptable.</p> <p>This is confirmed within the Traffic Design Statement at Appendix 6.</p>

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<p>A Traffic and Parking Assessment Report is required.</p>	<p>A Traffic Design Statement is attached at Appendix 6.</p>
<p>Any reconfiguration of the existing car park is to ensure service vehicles can continue to service the site, including for waste management purposes.</p> <p>The location of waste management areas and loading should be identified, demonstrating the ability for these areas to service the required vehicles entering and exiting in a forward direction, and mitigating pedestrian conflict.</p>	<p>Loading areas and waste management areas will continue to accommodate the same quantity and type of service vehicles.</p>
<p>Consideration should be given to CPTED principals, including in relation to safety, sight lines and lighting.</p>	<p>The proposed car parking rationalization has been designed to improve vehicle and pedestrian safety, and thereby has considered sightlines, general safety and lighting.</p>
<p>Where consolidation of lots is not proposed, you are to demonstrate how the lots can function independently.</p>	<p>No lot consolidation is proposed. Lot boundaries will remain consistent with the current site arrangements.</p>
<p>Owners consent must be provided.</p>	<p>Owners Consent has been provided in conjunction with the application forms submitted at the time of DA lodgement.</p>
<p>A Construction Management Plan is required that includes traffic management, staff and customer site access, site access for construction vehicles and equipment, and pedestrian management.</p>	<p>A Construction Management Plan will be prepared upon appointment of the contractor and may be included as a Condition of Consent.</p>
<p>Pedestrian paths of travel and way finding are to be addressed and detailed on any plans.</p>	<p>Pedestrian routes through the car park are detailed in the Site Plan at Appendix 4, and pedestrian accessibility is also addressed within the Access Statement at Appendix 7.</p>
<p>The area on the plans identified as 'reclaimed land' has not been planned for any purpose This area is ideal for pedestrian connectivity, and may even provide car spaces, and/or be partially redistributed throughout the car park and, in doing so, may also provide additional opportunity for landscaping within the car park. This is encouraged.</p> <p>Existing established landscaping is to be retained where possible, and where proposed for removal, replacement landscaping of the same generous proportions to that which exists within the site is to be proposed and shown on the landscape plan.</p>	<p>Land previously shown as 'reclaimed land', is now proposed to be used for car parking, as shown in the Site Plan at Appendix 4.</p> <p>Existing landscaping within the site will predominantly be retained, with the exception of some planters within car parking areas. The removal of some planters is required to widen traffic aisles to accommodate the functional flow of traffic. Where planters will not compromise the safe and efficient movement of vehicles, trees will be reinstated.</p>
<p>Opportunity is identified to review the current waste collection and heavy rigid vehicle movements within the complex. The revision of current practice will ensure the centre incorporates a safe and efficient waste collections service for residents and commercial tenants.</p>	<p>No change to existing waste collection is proposed as a result of the car parking works.</p>

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<p>Existing car parking number should be retained.</p>	<p>The proposal preserves 411 of the 416 existing car parking spaces on the site, and will retain adequate car parking to support the demand generated by the shopping centre (98.8% of car parking preserved).</p> <p>The minor reduction in car parking is incidental to the changes required to reduce congestion and improve queuing impacts across the site. Given the proposal achieves the key objectives of improving driver amenity, the minimal loss of car parking is considered acceptable.</p> <p>This is confirmed within the Traffic Design Statement at Appendix 6.</p>
<p>A separate exit driveway at Endeavour Ave is not desirable due to the location of the pedestrian refuge fronting it, being beside the service station driveway and conflicting traffic movements. The right turn exit traffic would conflict with traffic in Endeavour Ave waiting to turn right into the entry driveway.</p>	<p>The exit driveway at Endeavor Avenue is no longer proposed, as shown in the Site Plan at Appendix 4.</p>
<p>Safe, continuously accessible pedestrian paths of travel should be provided from the shopping centre entrance to all accessible car spaces, to the marked pedestrian crossing in Botany Lane, to the pedestrian refuge in Endeavour Ave and the McDonalds Restaurant and marked pedestrian crossing in Bennett Road.</p>	<p>Marked pedestrian routes have been provided through the site connecting the shopping centre entrance to the pedestrian crossing at Botany Lane, the pedestrian crossing at Bennet Road, disabled parking spaces, the McDonalds restaurant and Endeavour Avenue, as shown in the Site Plan at Appendix 4.</p>
<p>All delivery service vehicle maneuvering should be clear of car park and pedestrian areas. Reversing of delivery service vehicles in car park and pedestrian areas is not supported. The existing loading bay beside McDonalds is not supported due to reversing movements of deliver trucks across marked pedestrian areas.</p>	<p>All service vehicle maneuvering, including the existing loading dock adjacent to McDonalds, will be retained as a result of the development.</p>
<p>Options for improved vehicle access at Endeavour Ave may include a channelized 'seagull' type treatment at the existing entry/exit driveway location or relocated position, possibly a left out only from the car park to Endeavour Ave and possibly a roundabout treatment at Endeavour Ave/Botany Lane or other intersection/traffic control treatments in the fronting streets subject to acceptance in principle by Council's Traffic Engineering Section and Development/Local Traffic Committee members.</p>	<p>Existing access arrangements to Endeavour Avenue will be maintained as a result of this DA.</p>
<p>Any proposed marked pedestrian crossings in the car park should have no more than one approaching lane in each direction.</p>	<p>A maximum of one lane in each direction adjoin the pedestrian crossings located within the car park, as shown in the Site Plan at Appendix 4.</p>

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Speed humps should desirably be located clear of car parking spaces.	Speed bumps will be appropriately located to calm traffic whilst not unacceptably obstructing traffic movement or parking maneuvers.
The proposed removal of the existing car park roundabout at the southern entry to McDonalds is considered to cause traffic conflicts and should be reviewed for alternative options.	The existing roundabout will be preserved.
Access, car parking, clearances from obstructions and vehicle swept path maneuvering are to comply with AS 2890, Parts 1, 2 & 6 and Council's DCP.	Access, parking and clearances will comply with relevant Australian Standards.
All parking spaces should have complying widths and clearance.	All remarked parking spaces exhibit complying widths and clearances.
All vehicles are to enter/exit the site in a forward direction.	All vehicles will enter and exit the site in a forward direction.
Sight distances and driveway widths are to accord with AS 2890.1:2004 and Council's requirements.	Sight distances and driveway widths will comply with relevant Australian Standards.
Sight lines around the driveway entrance and exit are not to be compromised by street trees, landscaping, fencing or signposting.	Sight lines will not be obstructed.
All car spaces are to be sealed/line marked and dedicated for the parking of vehicles only and not be used for storage of materials, products or waste materials.	Parking will be sealed, line-marked and used for the parking of vehicles only.
The provision of secure bicycle parking is requested to be in accordance with AS 2890.3:1993 Bicycle Parking Facilities and Council's requirements.	No new bicycle parking is included within the scope of the DA.
An Accessibility Report is required, and is to include a Disability Discrimination Act statement. Paths of travel are to be accessible from the boundary of the property and provide connectivity between the various buildings on the site.	An Access Statement is provided at Appendix 7 , and addresses DDA compliance and accessible paths of travel.
Documents to be submitted with the DA include: <ul style="list-style-type: none"> ▪ Owners consent ▪ Survey Plan ▪ Site Plan ▪ Pedestrian and Way-Finding Plan ▪ SEE ▪ Stormwater Concept Plan ▪ Waste Management Plan ▪ Landscape Plan ▪ Traffic and Parking Assessment Report with turning paths ▪ Contamination assessment ▪ Schedule of external materials and finishes 	All relevant documentation has been included within the appendices. Pedestrian access has been detailed in the Site Plan at Appendix 4 and in the Access Statement at Appendix 7 . A Waste Management Plan will be prepared upon appointment of the contractor and may be included as a Condition of Consent. Existing landscaping within the site will predominantly be retained, with the exception of

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<ul style="list-style-type: none">▪ Access Statement▪ Signage details▪ Construction Management Plan▪ Light Spill Diagram	<p>some planters within car parking areas, as shown in the Site Plan at Appendix 4.</p> <p>Given the proposal relates to the existing shopping centre car park and will simply reconfigure this space, a Contamination Assessment is not necessary.</p> <p>As no buildings are proposed, a Schedule of Materials and Finishes is not required.</p> <p>No signage is proposed as part of this DA and therefore no Signage Details are applicable.</p> <p>A Construction Management Plan will be prepared upon appointment of the contractor and may be included as a Condition of Consent.</p> <p>There is no change to the existing lighting in the existing carpark.</p>
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PART C SITE ANALYSIS

3.1 SITE LOCATION & EXISTING CHARACTERISTICS

The subject site is identified as 155 Bennett Road (or 4 Endeavour Avenue), St Clair, being legally described as Lot 1 in Deposited Plan 1018519 and Lot 2 in Deposited Plan 1018519.

The site exhibits an approximate area of 3.2ha with street frontages to Endeavour Avenue to the north, Bennett Road to the east, and Botany Lane to the south and west. To the north, open space and sports fields are located on the opposite side of Endeavour Avenue, to the east a linear reserve, childcare centre, medical centre and residential dwellings are located on the opposite side of Bennett Road, to the south a church, pre-school, leisure centre, youth centre and primary school are located on the opposite side of Botany Lane, and to the west St Clair High School is located on the opposite side of Botany Lane.

In its existing state, the site comprises St Clair Shopping Centre which includes a number of specialty stores anchored by Woolworths. A McDonald's restaurant is located on the eastern portion of the site contained within its own lot (Lot 2 DP 1018519), a Red Rooster restaurant is located in the north-western corner of the site, and a 7 Eleven service station adjoins the northern site boundary being contained within a separate lot (Lot 4021 DP 851358). Car parking is concentrated in the northern portion of the site, whilst a single row of car parking is also provided adjacent to the rear shopping centre elevation. Loading zones and waste collection areas are located to the south and west of the shopping centre.

The site comprises a number of vehicular access routes, summarised as follows:

- Vehicle access is afforded from the roundabout at the intersection of Bennett Road and Botany Lane, adjacent to the eastern site boundary.
- From the roundabout, two-way internal circulation routes connect to the main car parking areas in the northern portion of the site as well as to the McDonald's restaurant and drive-through. Egress from the car park and McDonalds is also provided via the roundabout to Bennett Road.
- From the same roundabout, one-way access is provided along Botany Lane, around the rear of the shopping centre, adjacent to the southern and western site boundaries. Botany Lane services car parking organized in a single row adjoining the rear shopping centre elevation. Access for service vehicles is also provided to the loading zones and waste collection areas to the rear of the site. Botany Lane connects to Endeavour Avenue, with site egress permitted by either a right or left-hand turn.
- Ingress and egress to and from the northern car parking area is facilitated via Endeavour Avenue by left and right-hand turns.
- One-way site ingress is facilitated from Endeavour Avenue, in proximity of the western site boundary and Red Rooster restaurant.
- Separate ingress and egress is provided for the 7 Eleven service station via Endeavour Avenue.

Pedestrian access to the site is provided from the east via a pedestrian crossing traversing Bennett Road, and from the west via a pedestrian crossing connecting St Clair High School to the shopping centre car park. A number of pedestrian crossings are also located within the car park, however pedestrian pathways are disjointed and non-continuous.

The site is also serviced by public transport, including bus stops adjacent to the site on Bennett Road, with services connecting to Penrith, Kingswood, Mount Druitt and Prairiewood.

The site and the surrounding context are shown in **Figures 1** and **2** below.

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Figure 1. Existing Development (SIX Maps 2017)

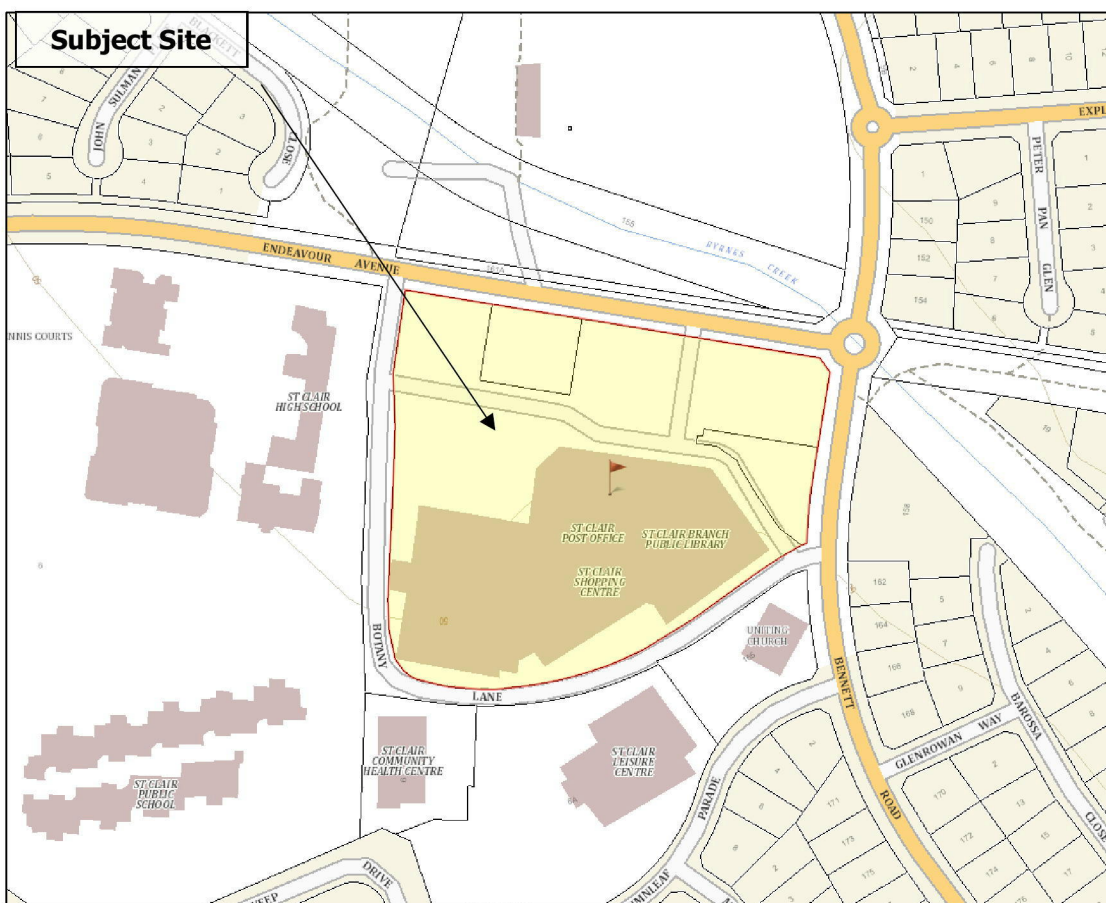


Figure 2. Surrounding Context (SIX Maps 2017)

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PART D PROPOSED DEVELOPMENT

4.1 AIMS AND OBJECTIVES OF THE PROPOSAL

This DA seeks to facilitate the rationalisation of car parking within the site of St Clair Shopping Centre. The following objectives have been identified as forming the basis of the proposed development:

- Improve the efficiency of the car park design;
- Target pinch-points;
- Avoid vehicle-pedestrian and vehicle-vehicle conflict;
- Enhance pedestrian connectivity through the site;
- Ensure the shopping centre effectively integrates with the surrounding road network and land uses;
- Support the continued operations of the existing shopping centre on the site.

The site and proposed design are considered to meet the objectives of the project as it provides for improved vehicle access, circulation and carparking, to service an established shopping centre.

4.2 DESCRIPTION OF THE PROPOSAL

The proposal seeks development consent for the rationalisation of car parking within the site of St Clair Shopping Centre. Specifically, the proposal entails the following:

- Re-marking of car parking spaces;
- Reform kerbing;
- Reconfiguration of car parking adjacent to the southern wall of the Woolworths supermarket to replace angled parking with 90 degree parking;
- Reconfiguration of car parking and turning bays in the area to the north of the Woolworths supermarket. In this area also widen traffic aisles through the deletion and then reinstatement of planters;
- Provision of new, marked, pedestrian routes through the site connecting the shopping centre entrance to the pedestrian crossing at Botany Lane, the pedestrian crossing at Bennet Road, and Endeavour Avenue;
- Widen traffic aisles, reconfigure car parking and reduce width of planter bays in the central-north section of the site;
- Convert access to central-north car parking area to entry-only, to simplify traffic flow;
- Adjust Clear Zone in proximity of the Endeavour Avenue driveway to suit new parking configuration;
- Deletion central planter and reconfigure car parking in the north-eastern section of the site;
- Duplication of McDonald's drive-through lane to reduce traffic overflow;
- Reconfiguration of accessible parking at shopping centre entrance to comply with current Australian Standards.

A Site Plan detailing the proposed works is attached at **Appendix 4** and an extract is provided in **Figure 3** below.

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PART E LEGISLATIVE AND POLICY FRAMEWORK

Section 79C of the *Environmental Planning and Assessment Act 1979* (EP&A Act) sets out specific matters that Council is to take into consideration in the assessment and determination of development applications.

The following current and draft State, Regional and Local planning controls and policies have been considered in the preparation of this application:

- *Environmental Planning and Assessment Act 1979*
- *Environmental Planning & Assessment Regulation 2000*
- *State Environmental Planning Policy (Infrastructure) 2007*
- *Penrith Local Environmental Plan 2010*
- *Penrith Development Control Plan 2010*

The sections below respond specifically to the relevant matters in relevant legislation and policy documents.

5.1 ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979

The Environmental Planning and Assessment Act 1979 (EP&A Act) is the overarching governing document for all development in NSW and pursuant to Part 4, the subject proposal is Local Development.

5.2 STATE ENVIRONMENTAL PLANNING POLICY (INFRASTRUCTURE) 2007

State Environmental Planning Policy (Infrastructure) 2007 (SEPP Infrastructure) provides for certain proposals, known as Traffic Generating Development, to be referred to NSW Roads and Maritime Services (RMS) for concurrence.

Referral may be required for the erection of new premises, or the enlargement or extension of existing premises where their size or capacity satisfy certain thresholds. Schedule 3 lists the types of development that are defined as Traffic Generating Development.

The referral thresholds for commercial premises and shops are:

- *Commercial Premises - 10,000m² in area; or 2,500m² (site with access to classified road or to road that connects to classified road (if access within 90m of connection, measured along alignment of connecting road)).*
- *Shops - 2,000m² in area; or 500m² (site with access to classified road or to road that connects to classified road (if access within 90m of connection, measured along alignment of connecting road)).*
- *Shops and Commercial Premises - 4,000m² in area; or 1,000m² (site with access to classified road or to road that connects to classified road (if access within 90m of connection, measured along alignment of connecting road)).*

The proposal does not include any additional GFA, but rather relates to car parking for an existing shopping centre. Therefore, the proposal does not trigger the referral thresholds for commercial premises or shops and referral to the RMS is not required.

5.3 PENRITH LOCAL ENVIRONMENTAL PLAN 2010

The site is subject to the provisions of *Penrith Local Environmental Plan 2010* (PLEP2010). Relevant development standards are summarised in the subsequent sections of this SEE.

Permissibility

The subject site zoned B2 Local Centre pursuant to the PLEP2010 (**Figure 4**).

The objectives of the B2 Zone are as follows:

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- *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 proposal achieves the objectives of the B2 zone by improving the car parking layout within an existing shopping centre and thereby supporting the provision of retail facilities that service the community and generate employment.

Within the B2 zone the following are permissible without consent:

Home occupations.

Within the B2 zone the following are permissible 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; 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; Tourist and visitor accommodation.*

Within the IN1 zone the following are prohibited:

Any development not specified in item 2 or 3.

The proposed development for car parking to service existing retail premises, being a type of commercial premises, is permitted within consent on the site.

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Figure 4. Zoning Map (NSW Legislation 2017)

Development Standards

The development standards applicable to the site pursuant to the PLEP2010 are summarised in **Table 2**.

Table 2: PLEP2012 Development Standards	
<i>PLEP2010 Clause</i>	<i>Standard Applicable to the Site</i>
Lot Size	None – No subdivision is proposed.
Building Height	15m – No additional building height is proposed.
FSR	None – No additional GFA is proposed and therefore the existing FSR will be preserved.
Land Reservations	None.
Heritage	None – The proposal will not impact on any heritage items or conservation areas.
Flood Planning Land	None – The proposal will not impact on any flood-prone land.
Natural Resources Sensitive Land	None – The proposal will not impact on any natural resources sensitive land.
Scenic and Landscape Values	None – The proposal will not impact on any scenic or landscape values.
Active Street Frontages	None – The site is not affected by the provisions relating to active street frontages.

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5.4 DRAFT ENVIRONMENTAL PLANNING INSTRUMENTS

No Draft Environmental Planning Instruments apply to the proposed development.

5.5 PENRITH DEVELOPMENT CONTROL PLAN 2014

Penrith Development Control Plan 2014 (PDCP2014) supplements the *Penrith Local Environmental Plan 2014* (PLEP2014) and provides more detailed provisions to guide development. An assessment of the proposal against the relevant provisions of the Penrith Development Control Plan 2014 (PDCP2014) is provided in **Appendix 2**, noting however that owing to the limited nature of work for car parking, many provisions of the PDCP2014 are not applicable.

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PART F PLANNING ASSESSMENT

Pursuant to Section 79(C) of the Environmental Planning & Assessment Act 1979, the following matters have been addressed.

6.1 LIKELY IMPACTS

6.1.1 CONTEXT & SETTING

The proposed alterations to the existing car park relate to the established shopping centre on the site and support the continued role of the site as a local centre servicing the retail needs of the local community. The proposal will enhance efficiency and safety compared to the existing parking and circulation arrangements, and therefore improve the service level and overall experience offered by the retail centre.

The proposed car parking arrangements are compatible with the various land uses co-located on the site, and will improve the level of service offered to patrons of the shopping centre and fast food restaurants, without impacting on the 7 Eleven or other adjoining land uses. Similarly, the proposal will positively contribute to the interface between the site and surrounding road network.

The proposal will not exhibit any significant environmental impacts and will not adversely impact on the amenity or operations of any adjoining sites. Therefore, the proposed works are considered compatible with the site context.

6.1.2 TRAFFIC & TRANSPORT

A Traffic Design Statement (**Appendix 6**) has been prepared by Ason Group to address the traffic, transport and parking implications of the development, including compliance with relevant State and Local Government Controls and Australian Standards.

The Traffic Design Statement also provides a rationale for each component of the proposed development. Of key importance, the proposal will reduce queuing and congestion, improve traffic flow, improve accessibility, minimise vehicular conflict, enhance pedestrian safety and upgrade the car park to achieve compliance with Australian Standards for the re-marked spaces and aisles.

As a result of the car park redesign, 98.8% of the existing parking provision will be retained. The minor reduction in car parking of five (5) spaces (from 416 spaces to 411 spaces) is incidental to the changes required to address current issues and inefficiencies within the car park. By reducing congestion and improving queuing impacts across the site, the proposed changes will significantly improve the functionality, safety and amenity of the car park. Given the proposal achieves the key objectives of improving driver amenity, the minimal loss of car parking is considered acceptable.

Swept Path Analysis confirms that the proposed site layout will accommodate a B99 design vehicle in accordance with AS 2890.1.

The Traffic Design Statement concludes that *this design is considered a significant improvement on the existing car park arrangement which seeks to reduce conflict points, improve traffic flow/efficiency and better manage pedestrian connectivity.*

6.1.3 SOIL AND WATER

A Stormwater Management Report and Plans have been prepared by Wood & Grieve Engineers and are provided at **Appendix 5**. The purpose of the Stormwater Management Plan is to evaluate the quantity and quality of stormwater associated with the proposed development to demonstrate to Council that an appropriate stormwater management strategy has been adopted.

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Currently stormwater discharge from the existing carpark is divided into two (2) catchments, with the western portion discharging into drainage infrastructure in Botany Lane and the eastern portion discharging into drainage infrastructure along Endeavour Avenue. No upstream catchment surface runoff enters the subject site.

The surface areas will be drained in accordance with AS3500.3:2003 and council's stormwater drainage guidelines. The in-ground drainage has been designed such that there will be no surcharging in the minor design storm event (20 year) and no uncontrolled discharge from the site into residential properties to the east in the major design storm event (100 year). Surface runoff from the development sites will be directed towards the existing stormwater inlet structures of the site. The runoff will then be conveyed underground across the site to the existing legal points of discharge (in Botany Lane and Endeavour Avenue) using gravity and the geometric falls of the pipe system.

As the site is located at the top of the catchment, it is not subject to flooding. The existing carpark have been designed to ensure all runoff is directed to the existing road infrastructure and as a result, local flooding will not affect the development.

As the proposed works do not increase the impervious area of the site, no on-site detention is required and there are no water sensitive urban design (WSUD) requirements for the site pursuant to Council's policy.

To prevent pollution and degradation of downstream watercourses during the carrying out of the development, an Erosion and Sediment Control Plan has been prepared. Measures to be adopted include sedimentation fences, sedimentation basins, stormwater drainage inlet protection, overland low diversion swales, shaker grids and wash downs for vehicles leaving the construction site, and dust control measures.

Full details of stormwater management and erosion and sediment control, are provided in the report and plans at **Appendix 5**.

6.1.4 LANDSCAPING

Existing landscaping within the site will predominantly be retained, with the exception of some planters within car parking areas. The removal of some planters is required to widen traffic aisles to accommodate the functional flow of traffic. Where planters will not compromise the safe and efficient movement of vehicles, trees will be reinstated.

6.1.5 ACCESS

An Accessibility Review Report (**Appendix 7**) has been prepared by ABE Consulting and considers the proposed development in the context of the relevant deemed to satisfy (DtS) requirements of the Building Code of Australia 2015 (BCA) and the Disability Standards 2010.

The report provides recommendations to be incorporated at the detailed design phase to ensure appropriate access is provided.

6.1.6 WASTE

There is no change proposed to the existing waste collection points servicing the centre. A detailed Construction Waste Management Plan is required to be added as a condition of consent prior to issue of Construction Certificate.

6.1.7 CONSTRUCTION

All works on the site will be carried out in accordance with the conditional requirements of any consent issued. Appropriate measures will be undertaken to mitigate potential impacts from the development including dust, noise, odours, traffic impact and erosion.

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6.1.8 CUMULATIVE IMPACTS

No foreseeable cumulative impacts are to result from the proposed development. Rather the proposed development provides an improved car park layout to better service the established shopping centre.

6.2 SUITABILITY OF SITE FOR DEVELOPMENT

The site comprises an established shopping centre and is zoned for the purpose of a local centre pursuant to the PLEP2010. The proposed development will improve traffic flow and vehicle and pedestrian safety within the car park. Therefore, the proposal will support the continued viability of the site performing its role as a local retail centre.

6.3 SUBMISSIONS

No submissions are apparent at the time of writing. However, the applicant is willing to address any submissions, should they be received by Council.

6.4 THE PUBLIC INTEREST

The proposed development will have no adverse impact on the public interests.

The development of the site will be carried out for the purpose of supporting an existing shopping centre that provides the local population with retail services and related employment.

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PART G CONCLUSION

The proposed development for the rationalisation of car parking will support the existing shopping centre at 155 Bennett Road, St Clair (Lots 1 & 2 DP 1018519).

This SEE provides an assessment of the proposal against the relevant components of the environmental planning framework, including *Penrith Local Environmental Plan 2010* (PLEP2010) and the *Penrith Development Control Plan 2014* (PDCP2014). The assessment finds that the proposal is consistent with the objectives and controls of the relevant instruments and policies. No significant adverse environmental, economic or social impacts have been identified as likely to arise from the proposed development. Rather, the proposal will provide for positive impacts, including more efficient traffic flow and improved safety for pedestrians and vehicles.

In overview, it is considered that the proposal should warrant a positive assessment for the following compelling reasons:

- The proposal is required owing to current operational issues impeding the efficiency and safety of the existing car park for vehicles and pedestrians. Traffic surveys have revealed that the existing car park design and access arrangements are characterised by inefficient traffic flow, 'pinch points', and poor pedestrian connectivity.
- In response, the proposed alterations to the car parking layout, internal circulation routes and access points, have been designed to improve the flow of traffic throughout the site and reduce conflicts between vehicles, pedestrians and the various land uses incorporated within the site.
- No changes to the built form of the shopping centre or other operational aspects of the shopping centre are proposed. Rather, improved car parking, vehicle circulation and access arrangements, will support the existing operations of the shopping centre and thereby reinforce its role in servicing the local area.
- The proposal is located on land that is zoned B2 Local Centre pursuant to the PLEP2010, and within the B2 zone car parks and retail premises are permitted with consent. The proposal is also consistent with the relevant provisions of the PLEP2010.
- The development of the site is also subject to the PDCP2014. The proposal is generally consistent with the provisions of the PDCP2014 and where minor departure from the numeric controls is proposed, consistency with the objectives is demonstrated.
- The proposal preserves 411 of the 416 existing car parking spaces on the site, and will retain adequate car parking to support the demand generated by the shopping centre (98.8% of car parking preserved).
- The proposed car parking arrangements are compatible with the various land uses co-located on the site. Similarly, the proposal will positively contribute to the interface between the site and surrounding road network.

As stipulated previously in this report, the matters for consideration under Section 79C of the *Environmental Planning and Assessment Act 1979* have been satisfactorily addressed demonstrating the proposal is compatible with the surrounding environment. Accordingly, it is recommended that Council grant development consent to the proposal.

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Appendix 1 Pre-DA Meeting Minutes

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Appendix 2 DCP Compliance Table

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Appendix 3 Survey Plan

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Appendix 4 Site Plan

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Appendix 5 Stormwater Report and Plans

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Appendix 6 Traffic Design Statement

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Appendix 7 Access Statement