



Stimson
CONSULTANT SERVICES
PLANNING-ENVIRONMENT-PROJECT MANAGEMENT

Statement of Environmental Effects

Construction of an Industrial Building and
First Use (Depot)

33 Sommerville Circuit
Emu Plains

January 2014

Client: John Parsons

Stimson Consultant Services Pty Ltd
acn: 144 483 563
abn: 21 611 381 353

Suite 21, 'The Broadwalk'
458 High Street
Penrith NSW 2750

P 02 4731 2730
F 02 4731 2370
www.stimsonconsulting.com.au

This submission has been prepared by



Warwick Stimson MPA CPP
Director



Author	Version	Date
WS	Final	200114

This report dated January 2014 is provided to 'the client' exclusively. No liability is extended for any other use or to any other party. Whilst the report is derived in part from our knowledge and expertise, it is based on the conditions prevailing at the time of the report and upon the information provided by the client.

© stimson consultant services pty ltd, 2014

Table of Contents

1	INTRODUCTION	1
1.1	BACKGROUND	1
1.2	INTRODUCTION TO CLIENT	1
1.3	PURPOSE OF THE APPLICATION	1
2	THE SITE AND SURROUNDS	2
2.1	THE SUBJECT SITE	2
2.2	EXISTING DEVELOPMENT	2
2.3	LOCAL CONTEXT	3
3	DEVELOPMENT PROPOSAL	4
3.1	OBJECTIVES OF THE PROPOSAL	4
3.2	DETAILS OF THE PROPOSAL	4
3.3	ACCOMPANYING INFORMATION	6
4	STATUTORY CONTEXT	7
4.1	PLANNING CONTROLS	7
5	SECTION 79C ASSESSMENT	14
5.1	SECTION 79C(1)(A)(I) – ANY ENVIRONMENTAL PLANNING INSTRUMENTS	14
5.2	SECTION 79C(1)(A)(II) – ANY DRAFT ENVIRONMENTAL PLANNING INSTRUMENT	14
5.3	SECTION 79C(1)(A)(III) – ANY DEVELOPMENT CONTROL PLAN	14
5.4	SECTION 79C(1)(A)(III A) – ANY PLANNING AGREEMENT OR DRAFT PLANNING AGREEMENT ENTERED INTO UNDER SECTION 93F	14
5.5	SECTION 79C(1)(A)(IV) – THE REGULATIONS	14
5.6	SECTION 79C(1)(B) – THE LIKELY IMPACTS OF THE DEVELOPMENT	15
5.7	SECTION 79C(1)(C) – THE SUITABILITY OF THE SITE	16
5.8	SECTION 79C(1)(D) – ANY SUBMISSION MADE	16
5.9	SECTION 79C(1)(E) – THE PUBLIC INTEREST	16
5.10	SECTION 79C(3A) – DEVELOPMENT CONTROL PLANS	17
6	CONCLUSION AND RECOMMENDATION	18

1 Introduction

1.1 Background

Stimson Consultant Services (SCS) has been engaged by John Parsons and Railworks Australia (Railworks) to prepare a Statement of Environmental Effects in relation to a proposed industrial building and first use on the property known as 33 Sommersville Circuit, Emu Plains.

The proposed development includes the preparation of the site for the construction of an industrial building, associated parking, landscaping and open yard. The use of the site is also included in this application.

The site is zoned *IN1 General Industrial* under *Penrith Local Environmental Plan 2010* with the proposal being permissible with consent.

The proposal is defined as *development* in Clause 4 of the EPA Act. Clause 76A of the EPA Act stipulates that the development must not be carried out on the subject site until consent has been obtained.

The application is also regarded as being *integrated development* given the proximity of the development to the nearby drainage channel. Consequently, concurrence will need to be obtained from the NSW Office of Water prior to determination. We have consulted with the Office of Water's Gina Potter, who advises that the Office will provide its comments once the application is referred to them by Council.

This report describes the proposed development and subject site in detail and undertakes an assessment of the proposal against the relevant aims, objectives and development provisions of Council's LEP and DCP.

1.2 Introduction to Client

Railworks is a services facilitator providing solutions to the infrastructure, resources and construction sectors. The company primarily provides labour and plant hire as well as facilities management, on infrastructure projects across New South Wales.

Currently the company is located in two locations across Sydney and they are looking to consolidate their operations on the subject site.

1.3 Purpose of the Application

The purpose of this application is to obtain approval for the construction of an industrial building and the use of the building as the base for Railworks.

2 The Site and Surrounds

2.1 The Subject Site

The subject site is located on the northern side of Sommerville Circuit, Emu Plains, at the corner where the road turns to the south. Sommerville Circuit is a loop road accessed from David Road to the east.



Figure 1 Subject site

Legally described as Lot 9 DP 1105133, the site is approximately 3,320sqm in area and is orientated in a north-south direction. The eastern portion of the site is relatively flat, with a downwards slope to the western boundary which adjoins the formalised drainage channel. Vehicular access is available directly from Sommerville Circuit. There is limited vegetation on the site with no indication of any significant examples.

2.2 Existing Development

The subject site is currently vacant but forms part of an industrial subdivision that is, over time, being occupied by new buildings and land uses.

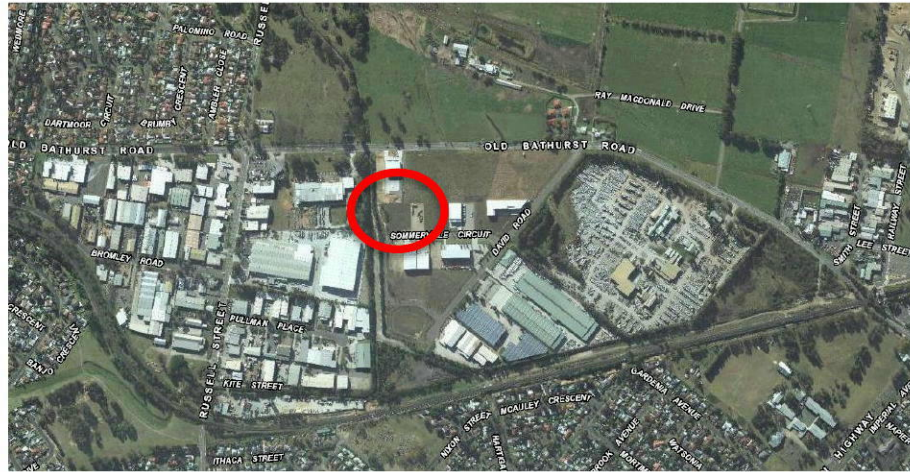


Figure 2 Local context

2.3 Local Context

The locality is characterised by industrial buildings and land uses since the site is situated centrally within the Emu Plains industrial area. Further to the west is the residential suburb of Emu Plains.

3 Development Proposal

3.1 Objectives of the Proposal

This application seeks consent for the construction of an industrial shed, as well as its first use.

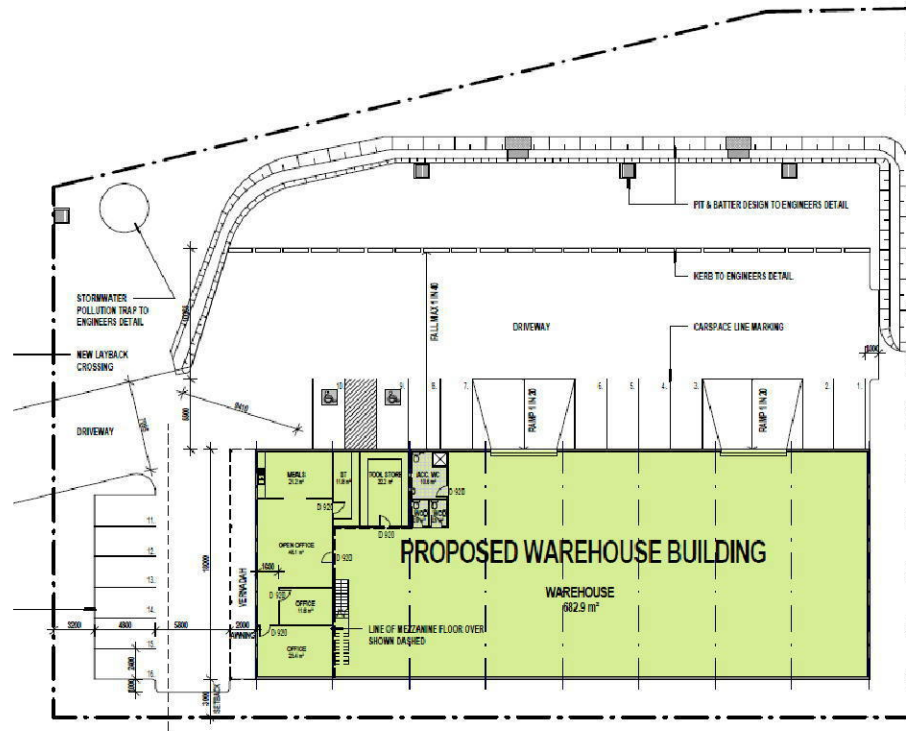


Figure 3 Site Plan

The proponent, Railworks, has identified a need to consolidate their NSW operations and have selected Emu Plains as an ideal location to services contracts that are often won in regional New South Wales.

3.2 Details of the Proposal

The proposed development includes the following detailed elements:

- Construction of an industrial building totalling some 683sqm in floor area.
- The proposed building comprises mainly a large warehouse/storage area, however offices, storage rooms and amenities areas are also proposed.
- External access via large roller doors.
- External storage area for plant and equipment etc.
- Associated parking and landscaping.

The proposal also includes the use of the site for Railworks. Matters relating to land use definition and permissibility are addressed later in this report, suffice to say that the proposal is best defined as a *depot* with such a use being permissible in the zone with Council consent.

Storing plant on site will only occur periodically as it is obviously preferable for the plant to be utilised on contracts. In the event they are stored on site, plant utilised by Railworks includes large scaled backhoes, tippers, bull dozers and the like. For smaller plant like bobcats, it is preferable to store these more securely inside the proposed shed.

Design Principles

The proposed development is simple and functional in its design. The front elevation proposes an awning and verandah that is intended to provide a simple form of articulation to the building. The western elevation is 'broken down' through the use of awnings and openings into the building.

The location of the building is somewhat hidden from general view, being on a 'corner lot'. The building will not represent a significant visual element to the streetscape through its location and the relatively small scale of the building (ie the height).

Access and Internal Circulation

Appropriate space is provided through the site to allow Railworks vehicles to circulate adequately. Car parking can easily be accommodated on the site in the proposed location as well.

Parking Provision

There are only a small number of staff employed by Railworks (ie up to ten) however there is additional parking provided around the site.

Landscaping and Open Space

An appropriate level of open space is proposed at the front of the site.

Hours of Operation and Employee Numbers

Standard industrial hours of operation would be acceptable to the proponent. It is noted that up to ten employees would be on site at any one time.

Signage

No signage is proposed as part of this application.

Stormwater Drainage

Stormwater plans accompany the application and they have been produced in conjunction with Penrith City Council engineering staff. It is considered that an appropriate stormwater solution is proposed for the development.

Utilities

The site is appropriately serviced to accommodate the proposed development.

Civil Works

Some minor civil works are required in order to create the building platform. These works are not seen as being significant.

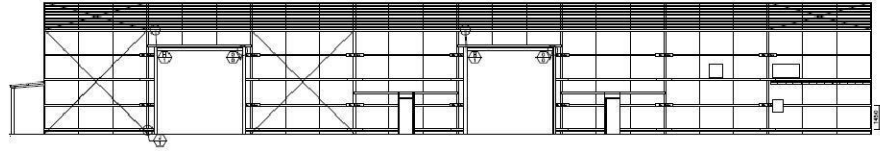


Figure 4 Elevation

3.3 Accompanying Information

The application is accompanied by stormwater plans, landscape plan and architectural plans.

4 Statutory Context

4.1 Planning Controls

4.1.1 State Environmental Planning Policies

There are no State Environmental Planning Policies that are directly relevant to the development of this proposal.

4.1.2 Sydney Regional Environmental Plan No 20 – Hawkesbury Nepean River

The aim of SREP 20 is to protect the Hawkesbury-Nepean River system by ensuring that the impacts of future land uses are considered in a regional context.

Appropriate conditions of consent would normally be applied to any approval to ensure the health of the river system is not compromised by way of sediment or erosion from the works or use.

4.1.3 Penrith Local Environmental Plan 2010

The LEP is the primary environmental planning instrument relating to the proposed development. The objectives of the LEP are as follows:

- (a) *to promote development that is consistent with the Council's vision for Penrith, namely, one of a sustainable and prosperous region with harmony of urban and rural qualities with a strong commitment to environmental protection and enhancement,*
- (b) *to ensure development incorporates the principles of sustainable development through the delivery of balanced social, economic and environmental outcomes,*
- (c) *to encourage development to be designed in a way that assists in reducing and adapting to the likely impacts of climate change,*
- (d) *to protect the environmental values and heritage of Penrith, including places of historic, aesthetic, architectural, natural, cultural, visual and Aboriginal significance,*
- (e) *to provide for an urban environment that is active, attractive and safe for residents and visitors,*
- (f) *to foster viable employment, transport, education and future investment opportunities that are suitable to the needs and skills of the residents and the workforce,*
- (g) *to protect views and vistas from main roads and other public vantage points,*
- (h) *to reinforce Penrith's urban growth limits by allowing rural living opportunities where they will promote the intrinsic rural values and functions of Penrith's rural lands and the social well being of its rural communities.*

It is submitted that the proposed development is not inconsistent with these objectives.

The subject site is zoned *IN1 General Industrial*. The objectives of the IN1 zone listed in the LEP are:

- *To provide a wide range of industrial and warehouse land uses.*
- *To encourage employment opportunities.*
- *To minimise any adverse effect of industry on other land uses.*
- *To support and protect industrial land for industrial uses.*
- *To promote development that makes efficient use of industrial land.*
- *To permit facilities that serve the daily recreation and convenience needs of persons working in industrial areas.*

The proposed development is consistent with the objectives in that:

- Additional industrial uses will result from this application.
- Additional employment opportunities will arise through this business being attracted to Penrith.
- There will be no adverse impacts on nearby or adjoining industrial developments in the locality.
- The use is an appropriate one, particularly noting the required storage area for plant and its location adjacent to the drainage channel.

Whilst the building is permissible in the zone with consent, it is also noted that the Land Use Table of the LEP nominates *depot* as a permissible form of development in the zone, given the notation on the zoning. The definition of *depot* is:

depot means a building or place used for the storage (but not sale or hire) of plant, machinery or other goods (that support the operations of an existing undertaking) when not required for use, but does not include a farm building.

Railworks are a labour and plant hire business that work on contracts, mainly associated with infrastructure, throughout New South Wales. This site and the proposed building will function as a 'base' for their operations in New South Wales. Usually plant will be on site as part of a contract, however when not required, plant will reside on the subject site. In this regard it is considered that the definition of *depot* is the most appropriate and that as a result, Council is able to approve the development.

The following relevant clauses have also been considered in respect of this development proposal.

Part 4 Principal Development Standards:				
Standard	Permitted	Proposed	Comment	
4.1	Minimum subdivision lot size:	N/A	N/A	No subdivision proposed.
4.2	Rural Subdivision:	N/A	N/A	No subdivision proposed.
4.3	Height of Buildings:	12m	7.6m	Complies
4.4	Floor Space Ratio	N/A	N/A	Not applicable

Part 5 Miscellaneous Provisions		Comment
Provision		
5.4	Controls relating to miscellaneous permissible uses	Not applicable as none of these land uses are proposed.
5.5	Development within the coastal zone	Not applicable.
5.6	Architectural roof features	Not applicable.
5.7	Development below mean high water mark	Not applicable.
5.8	Conversion of fire alarms	Not applicable.
5.9	Preservation of trees and vegetation	Not applicable, no significant examples of vegetation exist on the site.
5.10	Heritage conservation	Not applicable.
5.11	Bush fire hazard reduction	Not applicable.
5.12	Infrastructure development and use of existing buildings of the Crown	Not applicable.

Part 6 Additional Local Provisions		Comment
Provision		
6.1	Earthworks	Some minor earthworks are proposed to prepare the area for the building platform. These are not considered to be significant in scale.
6.2	Salinity	Salinity is not expected to be a concern given the small amount of earthworks that are proposed.
6.3	Flood planning	The engineer engaged on this proposal has discussed the issue of flooding with Council's Development Engineering section and an acceptable flood level was identified and incorporated into the proposal. Conditions of consent can be recommended by Council to further address this issue.
6.4	Development on natural resources sensitive land	Not applicable.
6.5	Protection of scenic character and landscape values	Commentary is provided on this issue below.
6.6	Servicing	The lot is appropriately serviced for a development of this type.
6.7	Dwelling houses on certain land in Llandilo and Mulgoa	Not applicable.
6.8	Dual occupancies and secondary dwellings in certain rural and environmental zones	Not applicable.

6.9	Mulgoa Valley	Not applicable.
6.10	Villages of Mulgoa and Wallacia	Not applicable.
6.11	Orchard Hills	Not applicable.
6.12	Twin Creeks	Not applicable.
6.13	Waterside Corporate	Not applicable.
6.14	Development of land in flight path of proposed Second Sydney Airport	Not applicable.
6.15	Location of sex services premises and restricted premises	Not applicable.
6.16	Minimum lot size for outlet centres for community title schemes or strata plan schemes	Not applicable.
6.17	Density of retail premises in Zone SP3	Not applicable.
6.18	Office premises in Zone SP3	Not applicable.
6.19	Development control plan	Not applicable.

There are no other clauses relevant to the proposal.

Scenic Character and Landscape Value

The site is mapped in the LEP as potentially having scenic and landscape value. Accordingly, Council requires the visual impact of the proposal to be considered. In this regard it is submitted that the proposal would be regarded as a category 1 development as nominated in the Development Control Plan. The following is therefore submitted for Council's consideration in this matter:

Principles	Comment
a) Protect and enhance the visual diversity and scenic quality of gateways and view sheds within the City of Penrith, including detailed, mid and long range views;	The site is discreetly located at the 'rear' of the estate. The proposed development will not be easily viewed from the public domain.
b) Protect and enhance the key regional natural features that contribute to the character of Penrith as a City, including the Blue Mountains escarpment, the Nepean River, other riparian corridors and bushland reserves;	The proposal will not negatively impact on riparian corridors or any bushland reserves.
c) Protect, maintain and enhance other important natural features, including ridgelines, hillsides, watercourses and riparian corridors, vegetation and landform;	The building has been designed within the planning controls that apply to the site and accordingly represents expected built form on the site. In this context it is submitted that it will not negatively impact on the locality.
d) Protect, maintain and enhance backdrops and settings that contribute to the local identity;	There is no visually significant backdrop that this proposal will impact on.
e) Protect, maintain and enhance views and vistas from vantage points, including main road corridors and other public places;	Because of the smaller scale of the proposed development, the built form will not readily be able to be viewed from outside of the site or from the wider area.
f) Conserve and enhance historic landscapes, properties and their curtilages;	Not applicable.

<p>g) Plan and site new development to enhance local identity. Development is to effectively integrate with the surrounding landscape so that any change as a result of the new development does not compromise the character of the landscape. Issues such as context, scale, size, built form and height, setbacks/buffers, landform, structural space (private and public), streetscape, vegetation and infrastructure are to be addressed;</p>	<p>The proposed building is consistent with other development approved in the locality. If anything it is considered that this proposed building is smaller in scale to nearby development.</p>
<p>h) Strengthen local identity through consistency and/or compatibility of design. Design development to take into account issues such as scale, form, line, colour, texture, lighting, existing vegetation, open space and landscaping;</p>	<p>The proposal is consistent with nearby and adjoining development.</p>
<p>i) Use vegetation to frame scenic views, provide interest or change, define new space, provide backdrops and visually connect all other elements within the setting; and</p>	<p>An appropriate level of landscaping is proposed and identified on the accompanying landscape plan.</p>
<p>j) At gateways, reinforce the distinct experience of arrival or passing from one landscape character type to the next, through legible site planning and design.</p>	<p>Not applicable as the site is not regarded as a 'gateway' site.</p>

4.1.4 Penrith Development Control Plan 2010

Development Control Plans contain finer grain planning controls in respect of specific development types. The following Part of the Penrith DCP is the most relevant in the case of the proposed development.

Penrith Development Control Plan 2010	
Part C	
Control	Comment
<p>C1. Site Planning and Design Principles</p>	<p>The proposal has been designed to sit comfortably on the subject site while ensuring it responds to its surrounds and other recently developed built form.</p>
<p>C3 Water Management</p>	<p>Stormwater engineering plans have been developed and accompany the application that address the Council requirements in this regard.</p>
<p>C4. Land Management</p>	<p>For this application it is noted that there is minimal earthworks required to facilitate the proposal and that an appropriate building platform can be created to facilitate the proposed building. Matters relating to contamination would have been considered by the Council at the time of the original subdivision.</p>
<p>C5 Waste Management</p>	<p>A waste management plan accompanies the application. Appropriate waste management measures can be put in place for the ongoing business once the development is complete.</p>
<p>C9 Advertising and Signage</p>	<p>No signage forms part of this application.</p>
<p>C10 Parking Industries 1 per 75m² of gross floor area or 1 per 2 employees, whichever is the greater</p>	<p>The proposed development generates demand for 10 spaces. Additional parking is provided on the site beyond this, despite there being a maximum of ten employees at any one time on the site.</p>

Penrith Development Control Plan 2010					
Part D 4 INDUSTRIAL DEVELOPMENT					
Control	Comment				
<p>4.1. Key Precincts Precinct 9: Emu Plains (south of Old Bathurst Road)</p>	The site is noted as being within Precinct 9.				
<p>4.2. Building Height In addition to the Penrith LEP 2010 Height of Buildings Map, buildings on land in Precincts 4, 7, 8 and 9 will need to satisfy the following additional controls: b) For Precincts 7 (west of Mulgoa Road), 8 (north of Old Bathurst Road) and 9 (south of Old Bathurst Road), the application must demonstrate that the development will not adversely affect the scenic quality of the precinct, particularly when viewed from elevated locations</p>	The proposed development satisfies the height limit for the locality. Additionally, this report has previously addressed matters relating to scenic quality.				
<p>4.3. Building Setbacks and Landscape 1. Setbacks a) Setbacks for industrial development are to be in accordance with the standards specified in Table D4.1. These setback areas are to be landscaped, but may incorporate an off-street parking area if it can be demonstrated that the location of the car parking area: i) Is within a setback which is at least 13 metres wide and set behind a landscaped area which is at least 4 metres wide; ii) Promotes the function and operation of the development; iii) Enhances the overall design of the development by implementing design elements, including landscaping, that will screen the parking area and is complementary to the development; and iv) Does not detract from the streetscape values of the locality. <i>Table D4.1: Building Setbacks for Industrial Development</i></p> <table border="1"> <thead> <tr> <th>Location</th> <th>Minimum Building Setback</th> </tr> </thead> <tbody> <tr> <td>Western Railway (Precincts 8 and 9 – Emu Plains)</td> <td>10 metres</td> </tr> </tbody> </table> <p>2. Visual Impact of Buildings and Hardstand Areas a) The landscape design within setbacks should consider the scale of the building and where appropriate, select and locate plants to help reduce the bulk and scale of the building. b) The visual impact of large expanses of wall should be reduced in scale by architectural treatment as well as by dense grove planting or other landscape design solutions. c) Where an industrial development contains large expanses of hardstand or paved areas, the applicant must demonstrate how the development application reduces the 'heat effect' and visual impact of these large expanses.</p>	Location	Minimum Building Setback	Western Railway (Precincts 8 and 9 – Emu Plains)	10 metres	<p>The proposed development is set back nearly 16m from the front boundary. Off street car parking has been successfully incorporated into this area noting the landscaping that is proposed.</p> <p>In terms of mitigating the visual impact of the proposed hardstand area, an appropriate level and type of landscaping is proposed that will ensure the streetscape presentation is not dominated by this element of the proposal. It is noted though that the hardstand proposed is not significant compared to other similar developments in the locality.</p>
Location	Minimum Building Setback				
Western Railway (Precincts 8 and 9 – Emu Plains)	10 metres				
<p>4.5. Storage of Materials and Chemicals</p>	No chemicals are required by the proponent and so this section is not applicable.				

Penrith Development Control Plan 2010	
4.6. Accessing and Servicing the Site	An appropriate level of access is available to the subject site. This will ensure there is safe manoeuvrability.
4.7. Lighting	Lighting will be provided so as to not impact negatively on nearby or adjoining properties.

There are no other aspects of the DCP that are specifically relevant to the proposal or that require detailed consideration.

5 Section 79C Assessment

An assessment of the proposal has been undertaken in accordance with the statutory requirements of the EPA Act. The following assessment against Section 79C of the EPA Act has been undertaken.

5.1 Section 79C(1)(a)(i) – Any Environmental Planning Instruments

The relevant environmental planning instruments have been considered earlier in this report.

The proposal is permissible with consent and is considered satisfactory when assessed against the relevant requirements.

5.2 Section 79C(1)(a)(ii) – Any Draft Environmental Planning Instrument

The recently exhibited LEP for Penrith maintains the relevant development standards on the site. The proposal is consistent with those controls.

5.3 Section 79C(1)(a)(iii) – Any Development Control Plan

Compliance against the relevant DCP's has been considered earlier in this report.

5.4 Section 79C(1)(a)(iiia) – Any Planning Agreement or Draft Planning Agreement entered into under Section 93f

There are no known planning agreements that apply to the site or development.

5.5 Section 79C(1)(a)(iv) – The Regulations

There are no sections of the regulations that are relevant to the proposal at this stage.

5.6 Section 79C(1)(b) – The Likely Impacts of the Development

The following impacts have been considered in the preparation of this development proposal.

5.6.1 Flora and Fauna

There are no significant examples of flora or fauna that would be impacted as a result of this application. Matters relating to flora and fauna would have been considered by Council at the time of the original subdivision.

5.6.2 Stormwater and Flooding

A stormwater concept plan has been submitted with the development application demonstrating compliance with Council's requirements in this regard and is consistent with the discussions held with Council's development engineers through the preparation of this application.

5.6.3 Erosion and Sediment Control

It is expected that Council would impose appropriate conditions of consent to ensure that erosion and sediment control measures were installed on the site prior to construction commencing.

5.6.4 Traffic Generation and Parking

The proposed development does not propose a significant level of parking or traffic demand. There is no negative impact anticipated in this regard.

5.6.5 Noise Impacts

Whilst there will be some noise associated with the construction of the development, longer term there is not expected to be any noise impacts above and beyond what might normally be associated with an industrial environment.

5.6.6 Heritage Issues

There are no heritage impacts arising identified as a result of this proposal.

5.6.7 Visual Impact

The potential visual impact of the proposal has been considered earlier in this report. No negative impacts are expected in this regard.

5.6.8 Services

The site is appropriately serviced to allow for the proposed development.

5.6.9 Social and Economic

There are no negative social or economic impacts considered relevant to the proposal.

5.6.10 Waste Management

Appropriate waste management measures would be put in place on the site that are consistent with Council's requirements and those arrangements in place for other industrial developments in the locality.

5.7 Section 79C(1)(c) – The Suitability of the Site

The proposal is generally consistent with the planning controls that apply in this zone. Moreover, the objectives of the zone have been satisfied, ensuring that the building would not result in any unacceptable impact on any adjoining landowners or buildings.

For the reasons outlined in this report the site is considered suitable for this development proposal.

5.8 Section 79C(1)(d) – Any Submission Made

In the event Council undertakes a notification process we welcome the opportunity to provide additional information in response to those.

5.9 Section 79C(1)(e) – The Public Interest

Given the type of development, its general compliance with the planning controls, how the objectives are satisfied and the suitability of the site it is considered that the public interest would not be jeopardised as a result of this development.

5.10 Section 79C(3A) – Development Control Plans

The recently gazetted section 79C(3A) has been considered below in respect of this application.

Clause	Clause Summary	Proposed Development
79C(3A)(a)	<p>If a development control plan contains provisions that relate to the development that is the subject of a development application, the consent authority:</p> <p>(a) if those provisions set standards with respect to an aspect of the development and the development application complies with those standards—is not to require more onerous standards with respect to that aspect of the development, and</p>	The proposal is satisfactory when considered against the provisions of the DCP.
79C(3A)(b)	<p>(b) if those provisions set standards with respect to an aspect of the development and the development application does not comply with those standards—is to be flexible in applying those provisions and allow reasonable alternative solutions that achieve the objects of those standards for dealing with that aspect of the development, and</p>	The provisions in the DCP do not significantly impact on those within the LEP.
79C(3A)(b)	<p>(c) may consider those provisions only in connection with the assessment of that development application.</p>	Council will undertake its assessment accordingly.

6 Conclusion and Recommendation

The proposed development has been assessed against the requirements of the Penrith LEP and DCP and is considered to represent a form of development that is acceptable.

The proposed building would not result in any unacceptable impact on the locality. Additional employment opportunities will arise through the consolidation of this proponents business in Emu Plains. The site is considered quite suitable for a use of this nature and is consistent with nearby and adjoining development, particularly noting the need for the proponent to periodically store plant.

An assessment against section 79C of the EPA Act has not resulted in any significant issues arising.

Accordingly it is recommended that the proposed industrial building and first use at 33 Sommerville Circuit, Emu Plains, be approved.