



Hawes & Swan

Town Planning Consultants

# STATEMENT OF ENVIRONMENTAL EFFECTS

Proposed Container Transfer Station  
Unit 3, 137 Coreen Avenue,  
Penrith



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Statement of Environmental Effects

Unit 3, 137 Coreen Avenue, Penrith

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Prepared for \_\_\_\_\_ **St Vincent De Paul**

Project Name \_\_\_\_\_ **Unit 3, 137 Coreen Avenue, Penrith**

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## 1.0 Introduction

This Statement of Environmental Effects (SEE) accompanies a Development Application (DA) prepared on behalf of St Vincent de Paul for the use of an existing industrial unit as a resource transfer station and associated works at Unit 3, 137 Coreen Avenue, Penrith.

This SEE provides a detailed description of the site and the proposal and provides an assessment of the proposal against the relevant heads of consideration set out in Section 4.15 of the *Environmental Planning and Assessment Act, 1979* (EP&A Act). That assessment has found that the proposal:

- Meets the current objectives of the LEP and DCP where applicable.
- Will not result in significant negative impacts on surrounding land uses and environment.
- Is responsive to site context and presents a positive visual relationship with surrounding uses.
- Is strongly in the public interest.

The SEE forms part of a suite of documents that are submitted in support of the application attached as Appendices A-E.

### 1.1 Project Context

The proposed resource transfer station will operate under the New South Wales Container Deposit Scheme known as 'Return and Earn' (<https://returnandearn.org.au/>). Return and Earn is a litter reduction scheme that was rolled out in December 2017 and consists of container deposit facilities where you can return eligible containers and received a refund.

The facilities range from over the counter collection points, reverse vending machines, donation stations and automated depots. The proposed development will be an automated depot where volumes of 500 or more containers will be processed through a mechanical scanning and counting systems and refunds will be processed as a retail refund or cash.

### 1.2 Pre-Application Consultation

Discussions were had with Jake a Duty Planner at Penrith City Council surrounding the best fit definition and permissibility of the proposed development.

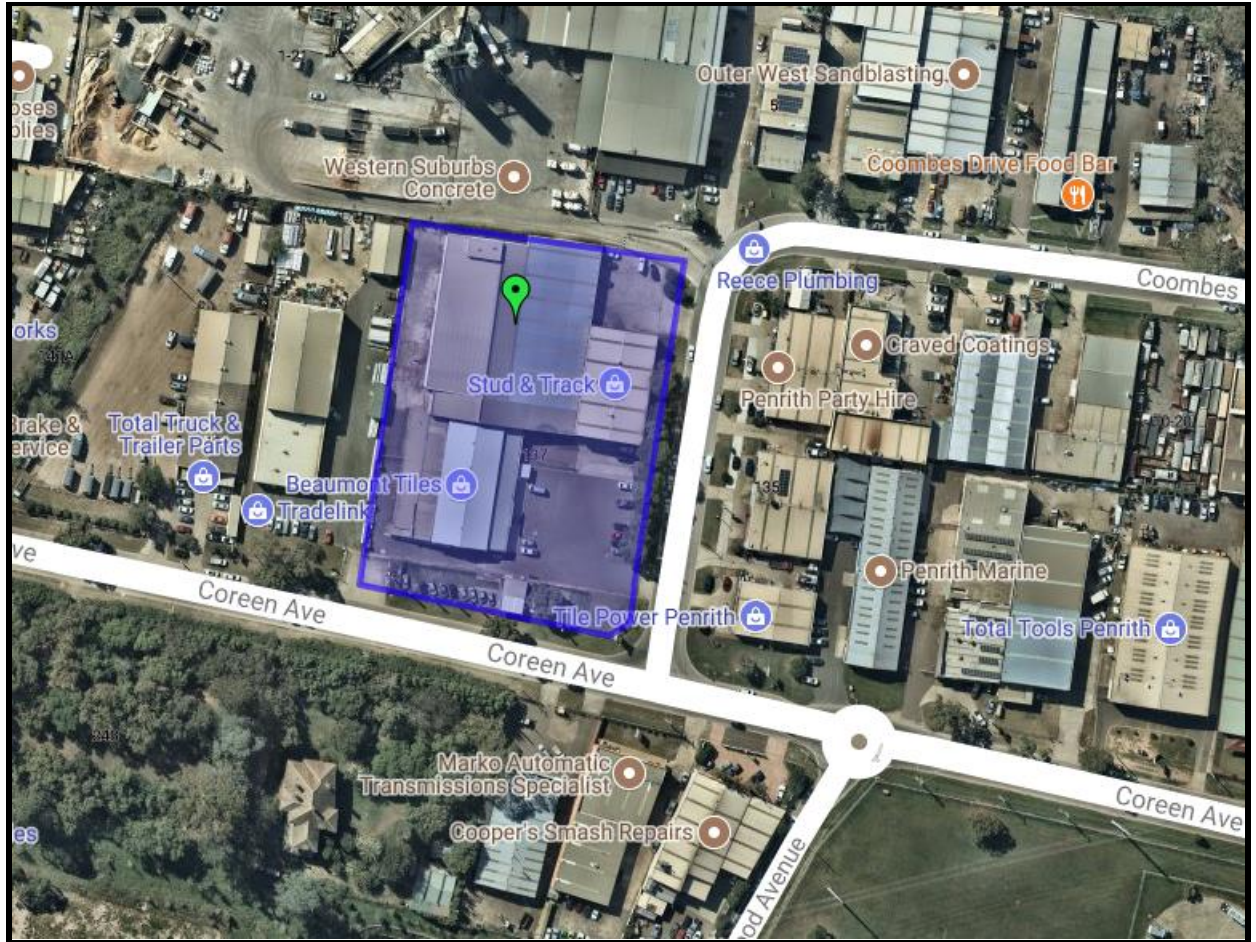
The best fit definition under the provisions Penrith Local Environmental Plan 2010 was agreed to be a 'Waste or Resource Transfer Station'. A waste or resource transfer station is prohibited within the IN1 General Industrial Zone and therefore the proposed development will be lodged under the provisions of State Environmental Planning Policy (Infrastructure) 2007. This is detailed further in section 4.1 of this report.

## 2.0 Site Analysis

### 2.1 Location and Context

The site is located on the northern side of Coreen Avenue at the intersection of Coreen Avenue and Coombes Drive. The site is located within an established industrial area with surrounding land uses consisting of smash repairs, industrial retail outlets and warehouses.

See **Figure 1** for the site's location and context.



**Figure 1** – Location and Context of the Subject Site (Source: NearMap)

## 2.2 Site Description

The site is commonly known as 137 Coreen Avenue, Penrith and is legally described as Lot 301, DP 860777. The site has a total area of approximately 1.006ha with a frontage of approximately 114.15m to Coombes Drive and 58.18m to Coreen Avenue.

The site is regular in shape and contains five existing industrial unit of which two are currently occupied by Beaumont Tiles and USG Boral. The proposed development relates to Unit 3 at the rear of the site.

## 2.3 Existing Site Conditions

Specific details on analysis is provided as follows:

**Buildings/Structures** The site currently contains five existing industrial units, the proposed development relates to unit 3 at the rear of the site.



<b>Access</b>	Vehicular access to the site is provided via both Coreen Avenue and Coombes Drive.
<b>Vegetation</b>	There is existing vegetation along the two street frontages.
<b>Easements</b>	The site benefits from a 1.83m easement for drainage, there is also easement for electricity and a right of carriageway on site. See Survey Plan prepared by Sydney Surveyors and provided in <b>Appendix D</b> .

## 3.0 Proposed Development

### 3.1 Overview

This application seeks consent for the use of an existing industrial unit as a resource transfer station and associated site works at Unit 3, 137 Coreen Avenue, Penrith. Specifically, the development involves the following:

- The removal of existing doors connecting Unit 3 to Unit 4 to be replaced by 2-hour fire rated wall.
- The provision of 1:10 step ramps to existing bathrooms, locker room and lunch room in compliance with AS 1428:1.
- The use of the two of the existing roller doors as entry and exit for vehicles to unload and load.
- The fit out of the unit as an automated depot including the installation of two singulators and provision of three skip bin.
- The relocation of the wash basin in the existing female bathroom.
- The provision of business identification signage as detailed in the architectural plans (**Appendix A**). The signage will comprise of the following:
  - One (1) flush wall sign on the eastern elevation of unit 3 displaying the operator and use of the site with dimensions of 1.77m x 22m.
  - One (1) flush walls sign on the southern elevation of unit 3 displaying the operator and use of the site with dimensions of 0.98m x 6.36m.
- The provision of five (5) on-site car parking spaces, comprising three (3) employee spaces and two (2) visitor spaces (including 1 space for persons with a disability). The two (2) visitor spaces will be provided as part of the development with the three (3) employee spaces being located in the existing main car park onsite.
- The proposed facility will operate 8am to 3:30pm Monday to Friday and 8am to 4pm on Saturday.
- A total of five (5) staff will operate the site, including four team members and a supervisor/manager.
- It is envisaged that when the site is fully operational, approximately 200,000 – 250,000 containers will pass through the facility.

## 3.2 Vehicular Access and Parking

### *Parking*

The proposed recycling facility has a large area requirement for the activities undertaken, however, the number of staff (5) required to service the facility is low. It is envisaged that persons depositing containers at the facility will remain in their vehicles until they drive to the singulator.

Therefore, a total of five (5) car spaces is deemed necessary to support the development, comprising three (3) employee spaces and two (2) visitor spaces (including 1 space for persons with a disability). The two (2) visitor spaces will be provided as part of the development with the three (3) employee spaces being located in the existing main car park onsite. This is further detailed in the Traffic and Parking Report prepared by GTK Consulting (**Appendix C**).

### *Traffic Generation*

The traffic volumes estimated in the Traffic and Parking Report prepared by GTK Consulting (**Appendix C**) are most likely less than that generated by the previous occupant of the site and therefore will have minimal impact on existing traffic flows, intersection capacities or neighbourhood amenity. Vehicles will be readily able to enter and leave the site without disrupting the surrounding road network.

### *Access and Internal Circulation*

Vehicular access to the proposed development is via an existing driveway on Coreen Avenue, the existing access driveway is located on a straight and level section of Coreen Avenue and provides excellent sight distance. Within the development, the access road has a minimum width of 6.53 metres for two-way traffic flow. The entrance and exit doors into the building are 4.0 metres wide allowing for the safe manoeuvring of vehicles on site, this is further detailed in the Traffic and Parking Report prepared by GTK Consulting (**Appendix C**).

## 3.3 Noise and Odour

The proposed development will operate in a manner to minimise and mitigate noise and odour impacts where possible. The proposed facility only accepts compatible containers to process which required them to be cleaned prior to them being delivered to site. Therefore, the storage of the containers is not envisaged to result in adverse odour impacts on surrounding land uses.

The proposed development will only operate between the proposed operating hours to minimise the acoustic impact on adjoining properties. The collection of the containers from the facility will occur outside prior to the opening of the site and subsequent to the closing of the site to mitigate traffic issues. These collections will occur during reasonable hours to ensure adjoining land uses are not impacted.

## 4.0 Assessment of Environmental Impacts

### 4.1 Statutory Planning Framework and Compliance



An assessment of the proposal has been made against the relevant planning instruments applicable to the land and the proposal. The Environmental Planning Instruments that relate to the proposed development are:

- State Environmental Planning Policy (Infrastructure) 2007;
- State Environmental Planning Policy 55 – Remediation of Land;
- State Environmental Planning Policy 64 – Advertising and Signage;
- Sydney Regional Environmental Plan No 20 – Hawkesbury-Nepean River;
- Penrith Local Environmental Plan 2010; and
- Penrith Development Control Plan 2014.

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

State Environmental Planning Policy (Infrastructure) 2007 aims to facilitate the effective delivery of infrastructure across NSW by providing an efficient and consistent planning regime for infrastructure and provision of services. One way this is achieved is by providing greater flexibility in the location of infrastructure and services.

Division 23 of the SEPP relates to Waste or Resource Management Facilities. IN1 General Industrial zone is a prescribed zone under the provisions of the SEPP and under Clause 121 (2) development for the purposes of a waste or resource transfer station may be carried out by any person with consent on land in a prescribed zone.

The subject site is zoned IN1 General Industrial under the Penrith Local Environmental Plan (LEP) 2010 in which a waste or resource transfer station is prohibited. Therefore, the proposed resource transfer station is proposed under the provisions of the Infrastructure SEPP.

Clause 8 (1) of the SEPP states that if there is an inconsistency between this Policy and any other environmental planning instrument, whether made before or after the commencement of this Policy, this Policy prevails to the extent of the inconsistency and therefore the proposed development is permissible on the subject site.

#### State Environmental Planning Policy 55 – Remediation of Land

SEPP 55 requires Council to consider whether the subject land of any development application is contaminated. If the land requires remediation to ensure that it is made suitable for a proposed use or zoning, Council must be satisfied that the land can and will be remediated before the land is used for that purpose.

The proposed development is proposed in an existing industrial unit. The proposed use is not deemed to be a more sensitive use and is therefore the site is suitable for its intended use and does not require further investigation.

#### State Environmental Planning Policy 64 – Advertising and Signage

State Environmental Planning Policy No. 64 applies to the entire state to ensure that signage is compatible with the desired amenity and character of an area and to ensure that signs provide effective communication in suitable locations.

The proposal seeks approval for business identification signage on the building as shown on the architectural elevations submitted with this proposal.

Under SEPP 64, business Identification signs are defined as:

*“means a sign:*

*(a) that indicates:*

- i. the name of the person, and*
- ii. the business carried on by the person, at the premises or place at which the sign is displayed, and*

*(b) that may include the address of the premises or place and a logo or other symbol that identifies the business,*

*but that does not include any advertising relating to a person who does not carry on business at the premises or place.”*

The proposed business identification signage will display the name of the business and business logo of St Vincent de Paul who will operate at the site.

The display of the proposed signage is consistent with character of the area and is of high quality/ design and finish and will not impact on any surrounding development.

SEPP 64 – Schedule 1 Review		
Schedule Clause	Assessment Criteria	Complies-Comment
<b>1. Character of the Area</b>	<ul style="list-style-type: none"> <li>- Is the proposal compatible with the existing or desired future character or the area or locality in which it is proposed to be located?</li> <li>- Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?</li> </ul>	<ul style="list-style-type: none"> <li>- Yes. The proposed signage is compatible with the existing and future character of the area.</li> <li>- Yes. The signage is considered consistent with the signage in the locality in terms of design and numbers of signs proposed.</li> </ul>
<b>2. Special Areas</b>	<ul style="list-style-type: none"> <li>- Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways,</li> </ul>	<ul style="list-style-type: none"> <li>- Yes. The proposed signage will not detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas or other areas including residential.</li> </ul>

	rural landscapes or residential areas?	
<b>3. Views and vistas</b>	<ul style="list-style-type: none"> <li>- Does the proposal obscure or compromise important views?</li> <li>- Does the proposal dominate the skyline and reduce the quality of vistas?</li> <li>- Does the proposal respect the viewing rights of other advertisers?</li> </ul>	<ul style="list-style-type: none"> <li>- Yes. The proposed signage will not obscure or compromise any important views lines.</li> <li>- Yes. The signage will not dominate the skyline or reduce the quality of vistas.</li> <li>- Yes. The proposed signage does not detract from the viewing of any advertising structure within the locality.</li> </ul>
<b>4. Streetscape setting on landscape</b>	<ul style="list-style-type: none"> <li>- Is the scale proportion and form of the proposal appropriate for the streetscape or landscape?</li> <li>- Does the proposal contribute to the visual interest of the streetscape?</li> <li>- Does the proposal reduce clutter by rationalising and simplifying existing advertising?</li> <li>- Does the proposal screen unsightliness?</li> <li>- Does the proposal protrude above buildings, structures or tree canopies in the area or locality?</li> <li>- Does the proposal require ongoing vegetation management?</li> </ul>	<ul style="list-style-type: none"> <li>- Yes. The scale and form of the proposed signage will not impact on the amenity of surrounding streetscape or landscape.</li> <li>- Yes. The signs will add to the visual interest of the streetscape due to their colour and siting.</li> <li>- Yes. The proposed signage will reduce clutter by limiting the number of wall signs proposed to comply with controls.</li> <li>- Yes. The signage proposed adds visual interest and enhances the built form.</li> <li>- Yes. The signage does not protrude above the building or tree canopy.</li> <li>- Yes. No vegetation management will be required.</li> </ul>

<p><b>5. Site and Building</b></p>	<ul style="list-style-type: none"> <li>- Is the proposal compatible with the scale, proportion and other characteristics of the site or building or both on which the proposed signage is to be located?</li> <li>- Does the proposal respect important features of the site or building, or both?</li> <li>- Does the proposal show innovation and imagination in its relationship to the site building or both?</li> </ul>	<ul style="list-style-type: none"> <li>- Yes. The signage has been designed to reflect the scale and character of the use of the subject site.</li> <li>- Yes. The proposed signage respects the important features of both the building and the site.</li> <li>- Yes. Signage details have been incorporated within the built form structure.</li> </ul>
<p><b>6. Associated devices and logos with advertisements and advertising structures</b></p>	<ul style="list-style-type: none"> <li>- Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?</li> </ul>	<ul style="list-style-type: none"> <li>- Yes. All signage has been designed as an integrated product.</li> </ul>
<p><b>7. Illumination</b></p>	<ul style="list-style-type: none"> <li>- Would illumination result in unsightly glare?</li> </ul>	<ul style="list-style-type: none"> <li>- Yes. The proposed signage will not be illuminated.</li> </ul>
<p><b>8. Safety</b></p>	<ul style="list-style-type: none"> <li>- Would the proposal reduce the safety on any public road?</li> <li>- Would the proposal reduce the safety for pedestrians or bicyclists?</li> <li>- Would the proposal reduce the safety for pedestrians, particularly children by obscuring sightlines from public areas?</li> </ul>	<ul style="list-style-type: none"> <li>- Yes. The proposed signage will not impact on safety of motorists travelling on adjoining public roads.</li> <li>- Yes. The proposed signage will not impact on the safety of pedestrians or bicyclists.</li> <li>- Yes. The proposed signage will not obscure sightlines from public areas.</li> </ul>

Penrith Local Environmental Plan (LEP) 2010

*Permissibility*

The subject site is zoned IN1 General Industrial under the provisions of the Penrith LEP. Waste or Resource Transfer Stations are prohibited within the IN1 General Industrial zone. The proposed development is permissible under the provisions of the Infrastructure SEPP which prevails over the Penrith LEP. This DA is therefore being proposed under the Infrastructure SEPP.

*IN1 General Industrial – Zone Objectives*

- *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 the people who work in the surrounding industrial area.*

The proposed development is consistent with the relevant objectives of the zone in that it provides a development that it retains and makes efficient use of existing industrial land and will not adversely impact on surrounding land uses.

*Relevant LEP Clauses*

An assessment of development against the relevant clauses of the LEP is outlined in the following table.

LEP Clause	Requirement	Complies - Comment
<b>4.3 – Height of Buildings</b>	- 12m	- Yes. The proposed development has will not increase the height of the existing built form on site.
<b>5.10 – Heritage Conservation</b>	- to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views	- Yes. The subject site is located in the vicinity of the following heritage item: <ul style="list-style-type: none"> <li>○ 163 - ‘Combewood’, house, garden, trees and original driveway entrance – 234-256 Coreen Avenue.</li> </ul> - The proposed development will not detract from the heritage significance of the nearby heritage item.

LEP Clause	Requirement	Complies - Comment
<b>7.2 – Flood Planning</b>	- to manage uses to be compatible with flood risks	- Yes. The eastern portion of the site is flood prone. The proposed development is outside of this area and is deemed to be compatible with the flood hazard of the site.
<b>7.5 – Protection of Scenic</b>	- to ensure development in these areas is located and designed to minimise its visual impact.	- Yes. The proposed development has been designed to minimise visual impact. The development is taking place in an existing industrial unit and proposes minimal physical works.

*Penrith Development Control Plan (DCP) 2014*

The Penrith DCP provides detailed provisions to supplement the Penrith LEP. An assessment of the proposal against the relevant development controls applying to the proposed development is provided in the table below.

DCP Control	Requirement	Complies - Comment
<b>Part C – City-Wide Controls</b>		
<b>3.5 – Flood Planning</b>	<ul style="list-style-type: none"> <li>- a) Development consent for change of use of an existing building with floor levels below the 1% AEP (100-year ARI) flood will only be given where it can be demonstrated by the applicant that:               <ul style="list-style-type: none"> <li>i) There is no foreseeable risk of pollution associated with the proposed use of the building in the event that the 1% AEP (100-year ARI) flood occurs;</li> <li>ii) All practical measures shall be taken to minimise the risk of flood damage to the property within the building by the 1% AEP (100-year ARI) flood. These measures could include:                   <ul style="list-style-type: none"> <li>• Flood proofing the building to the level of the 1% AEP (100-year ARI) flood by either</li> </ul> </li> </ul> </li> </ul>	- Yes. The proposed unit in which the development is being undertaken is above the flood planning level as only the eastern portion of the site is identified as being flood prone. Appropriate measures have been incorporated into the development to ensure no pollution will occur in the event of a flood, all containers and waste being stored on site will be stored in appropriate bins and indoors. These bins will be collected often to minimise the length of time waste will be stored onsite.



DCP Control	Requirement	Complies - Comment
	<p>construction of a wall or levee bank or some other means of preventing water entry;</p> <ul style="list-style-type: none"> <li>• Raising the floor level of the building to the level of the 1% AEP (100-year ARI) flood; and/or</li> <li>• Storing all equipment, machinery and stock above the 1% AEP (100-year ARI) flood level.</li> </ul>	
<p><b>5.1 – Waste Management Plans</b></p>	<p>- Applicants are to submit a Waste Management Plan when lodging a development application</p>	<p>- Yes. A Waste Management Plan has been prepared by ArkExpress and is provided in <b>Appendix B</b>.</p>
<p><b>5.2.4 – Non-Residential Development Controls</b></p>	<p>- Waste storage and collection areas should be:</p> <ol style="list-style-type: none"> <li>a) Flexible in their design so as to allow for future changes in the operation, tenancies and uses;</li> <li>b) Located away from primary street frontages, where applicable;</li> <li>c) Suitably screened from public areas so as to reduce the impacts of noise, odour and visual amenity; and</li> <li>d) Designed and located to consider possible traffic hazards (pedestrian/vehicular) likely to be caused by the storage and collection of waste.</li> </ol>	<p>- Yes. The proposed resource transfer station has been designed to be located away from the primary street frontage, suitably screened from public areas and designed to allow for easy access for collection.</p>
<p><b>5.3.4 – Siting and Design of Waste</b></p>	<p>- The design and location of waste storage and/or collection areas should allow for ease of</p>	<p>- Yes. The proposed development has been designed to allow for ease of</p>

DCP Control	Requirement	Complies - Comment
<p><b>Storage and Collection Areas</b></p>	<p>access for both tenants and waste contractors and should be separated from the car parking area(s) or located away from the circulation path of other vehicles.</p> <ul style="list-style-type: none"> <li>- There must be sufficient manoeuvring area on-site to allow collection vehicles to enter and leave the site in a forward direction and service the development efficiently with little or no need to reverse.</li> <li>- The design and location of waste storage and/or collection areas are an integral part of the development's design and should complement the public domain by:               <ul style="list-style-type: none"> <li>a) Reducing potential noise and odour impacts;</li> <li>b) Being well lit and well ventilated, with appropriate measures installed so as to prevent vermin; and</li> <li>c) Enhancing public safety.</li> </ul> </li> <li>- Administrative arrangements for ongoing waste management must be provided, including signs.</li> <li>- Waste storage and/or collection areas (including individual containers) should be suitably signposted so as to ensure appropriate use.</li> </ul>	<p>access for users of the facility and trucks accessing the site for collection.</p> <ul style="list-style-type: none"> <li>- Yes. There is sufficient manoeuvring area on-site to allow collection vehicles to enter and leave the site in a forward direction and service the development efficiently with little or no need to reverse. This is detailed further in the Traffic and Parking Report prepared by GTK Consulting (<b>Appendix C</b>).</li> <li>- Yes. The facility has been designed to reduce noise and odour impacts on surrounding land uses and is adequately ventilated. Measures will be incorporated by staff when operating the facility to ensure public safety.</li> <li>- Yes. The site will be operated by staff who will provide instructions to users of the site. Appropriate signage will also be provided.</li> <li>- Yes. Appropriate signage will be incorporated to inform users of the site.</li> </ul>
<p><b>9.1 – General Requirements for Signs</b></p>	<ul style="list-style-type: none"> <li>- Signs are to be designed and located to:               <ul style="list-style-type: none"> <li>i) relate to the use of the building;</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>- Yes. The proposed signage has been designed to directly relate to the use of the site and exhibit a high level of design quality. The signage will be integrated into the overall design of</li> </ul>

DCP Control	Requirement	Complies - Comment
	<ul style="list-style-type: none"> <li>ii) be visually interesting and exhibit a high level of design quality;</li> <li>iii) be constructed of high quality, durable materials;</li> <li>iv) be wholly contained within the property;</li> <li>v) have only a minimal projection from the building;</li> <li>vi) be integrated and achieve a high degree of compatibility with the architectural design of the supporting building having regard to its composition, fenestration, materials, finishes and colours, and ensure that architectural features of the building are not obscured;</li> <li>vii) have regard to the view of the sign and any supporting structure, cabling and conduit from all angles, including visibility from the street level and nearby higher buildings and against the skyline; and</li> <li>viii) be sympathetic to the existing character of the area and the particular architectural/urban design utilised in any improvements scheme</li> </ul> <p>- Corporate colours, logos and other graphics are encouraged to achieve a very high degree of compatibility with the architecture, materials, finishes and colours of the building and the streetscape</p>	<p>the building, be sympathetic to existing character of the site and be constructed of durable materials.</p> <p>- Yes. The proposed logos and colours achieve a high degree of compatibility with the architecture and finishes of the building and streetscape.</p>
<p><b>9.2 – Signs in the Vicinity of Heritage Items</b></p>	<p>- Any sign shall be appropriately designed and located to ensure that the architectural details of</p>	<p>- Yes. The proposed signage is sympathetic to the existing character of the area and will not detract from</p>

DCP Control	Requirement	Complies - Comment
	<p>the building and/or the heritage character of the site are not obscured or diminished.</p>	<p>the significance of heritage items in the vicinity of the subject site.</p>
<p><b>9.4 – Commercial, Mixed Use and Industrial Zones</b></p>	<ul style="list-style-type: none"> <li>- All advertising is to be:                             <ul style="list-style-type: none"> <li>a) constructed of high quality, durable materials;</li> <li>b) considered in conjunction with design and construction of buildings;</li> <li>c) restricted to one sign identifying the name of the occupants and/or products manufactured or produced on the site; and</li> <li>d) contained wholly within the site.</li> </ul> </li> <li>- Only one sign is to be placed on the face of each premises either located on or over the door of the shop, unit, office, suite, etc.</li> </ul>	<ul style="list-style-type: none"> <li>- Yes. The proposed signage is constructed of high quality, durable materials and is contained wholly within the site.</li> <li>- <u>On Merit</u> – There are two signs for the premises proposed as part of the development. One sign is proposed on the front façade of the unit (eastern elevation) which faces the rear boundary of the site and is not visible from the public domain. The second sign is proposed on the southern façade of the unit which is visible from the street and front of the site and allows for users of the site locate the use. The number of signs is consistent with the signage in the area and specifically uses within the site (Beaumont Tiles). The provision of two signs is deemed to be reasonable due to the unit’s location within the site as it allows for ease of access and location for users of the site.</li> </ul>
<p><b>10 – Transport, Access and Parking</b></p>	<ul style="list-style-type: none"> <li>- <b>Industrial – Other Uses</b> - In accordance with RMS Guidelines or if there are no parking guidelines for a specific use, then a site-specific car parking analysis will be required. This may require the applicant to submit a car</li> </ul>	<ul style="list-style-type: none"> <li>- The proposed recycling facility has a large area requirement for the activities undertaken, however, the number of staff (5) required to service the facility is low. It is envisaged that persons depositing containers at the facility will remain in their vehicles until they drive to the singulator.</li> </ul>

DCP Control	Requirement	Complies - Comment
	<p>parking report from a suitably qualified traffic consultant.</p> <ul style="list-style-type: none"> <li>- The road access to the site should provide for safe entry to and exit from the site. All vehicles must enter/exit the site in a forward direction.</li> <li>- The entry and exit from the site should provide for appropriate traffic sight distance in both directions, in accordance with the provisions of AS2890.1 and 2 - 2004 for car parking and commercial vehicles respectively.</li> </ul>	<ul style="list-style-type: none"> <li>- Therefore, a total of five (5) car spaces is deemed necessary to support the development, comprising three (3) employee spaces and two (2) visitor spaces (including 1 space for persons with a disability). The two (2) visitor spaces will be provided as part of the development with the three (3) employee spaces being located in the existing main car park onsite. This is further detailed in the Traffic and Parking Report prepared by GTK Consulting (<b>Appendix C</b>).</li> <li>- Yes. The road access to the site provides for safe entry and exit from site and allows all vehicles to enter and exit in a forward direction.</li> <li>- Yes. The entry and exit from the site provides for appropriate traffic sight distances and complies with the relevant standards, see Traffic and Parking Report prepared by GTK Consulting in <b>Appendix C</b>.</li> </ul>
<b>Part D – Land Use Controls</b>		
<p><b>4 – Industrial Development</b></p>	<ul style="list-style-type: none"> <li>- External storage of goods must be avoided, wherever possible.</li> <li>- Industrial development shall, where appropriate, be designed to: <ul style="list-style-type: none"> <li>a) Allow all vehicles to enter and leave the site in a forward direction;</li> <li>b) Accommodate heavy vehicle parking and manoeuvring areas;</li> <li>c) Avoid conflict with staff, customer and visitor vehicular and cycle movements; and</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>- Yes. All goods and waste will be stored indoors.</li> <li>- Yes. The proposed development has been designed to allow vehicles to enter and exit the site in a forward direction and provide adequate space for the manoeuvring of heavy vehicles. The site is afforded adequate sight distances and space to ensure the safe operation of the adjacent road network.</li> </ul>

DCP Control	Requirement	Complies - Comment
	d) Ensure satisfactory and safe operation with the adjacent road system.	

## 4.2 Social and Economic Impact

The construction of the proposed development will bring with it a number of important social and economic benefits for the local and wider community as outlined below.

- Enable the site to operate under the Container Deposit Scheme and promote waste minimisation in the community; and
- Provide short-term economic benefits through construction expenditure and employment.

## 4.3 Site Suitability

Having regard to the characteristics of the site and its location in The Turner Road Precinct, the proposed development is considered appropriate in that:

- the size and dimensions of the land are appropriate for accommodating the proposal; and
- it is located in the existing north Penrith Industrial area.

## 4.4 Public Interest

The proposal is in the public interest in that it reinforces the site's industrial use and provides a service to the community. Generally, the proposal provides the following public benefits:

- It has been carefully designed to ensure consistency with the applicable Council policies. All development standards have been achieved; and
- It provides a development with no adverse overshadowing impacts, noise impacts, traffic impacts or visual impacts.

## 5.0 Conclusion

This proposal seeks approval for the use of an existing industrial unit as a resource transfer station and associated works. The proposal is generally consistent with the relevant environmental planning instruments, including the Infrastructure SEPP, Penrith LEP and DCP.

The proposed development has significant planning merit in the following respects:

- the scale, massing and height of the building is appropriate for the proposed use; and



- there are no significant adverse impacts on surrounding properties in terms of views, visual and acoustic privacy.

Having regard to the above, and in light of the relevant heads of consideration listed under Section 79C of the *Environmental Planning and Assessment Act, 1979* the proposal is reasonable and appropriate and warrants favourable consideration.



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