

# Statement of Environmental Effects



Proposed Restaurant and Café Precinct

78-88 Tench Ave,  
Jamisontown

March 2015

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# 1 Introduction

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## 1.1 Overview

Stimson & Baker Planning has been engaged by C and S Sentas Pty Ltd to prepare a Statement of Environmental Effects in relation to a proposed Restaurant and Café Precinct on the property known as 78-88 Tench Avenue Jamisontown.

The proposed development includes the construction of nine (9) new tenancies to accommodate restaurants and cafes to create a dining hub that will adjoin the existing coffee club along the river. Associated site works, car parking and landscaping is also proposed.

The site is zoned *SP3 Tourist* under *Penrith Local Environmental Plan 2010* with the proposal being permissible with consent.

The proposal is consistent with the long anticipated development outcomes along the Nepean River and contributes to destination development and connecting the Penrith community to the Nepean River.

There has been preliminary discussions over the years regarding the development potential and outcomes for the site and in the context of Council's strategic work known as the Riverlink Precinct.

The proposal is defined as *development* in Section 4 of the *Environmental Planning and Assessment Act 1979* (EPA Act). Section 76A of the EPA Act stipulates that the development must not be carried out on the subject site until consent has been obtained. Furthermore, the application does not trigger any of the 'integrated development' provisions of the Act and so no third party approvals are required.

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, and Section 79C(1) of the EPA Act.

## 1.2 Report Structure

This Statement of Environmental Effects is structured as follows:

- Section 1: Introduction – provides an overview of the proposal, planning history for the site and background to the application.
- Section 2: The Site and Surrounds – provides an analysis of the subject site, development within the locality and a consideration of the local and regional context.

- Section 3: Development Proposal – provides a detailed description of the proposed development and its characteristics.
- Section 4: Statutory Context – provides for consideration of the proposal against the specific planning instruments and policies that are applicable.
- Section 5 – Section 79C Assessment - provides an assessment against section 79C of the EPA Act.
- Section 6: Conclusion and Recommendation – summarises the report and presents a recommendation.

## 1.3 Purpose of the Application

The application is submitted seeking consent for the construction of nine (9) tenancies for restaurant and café uses either side of the existing Coffee Club. The proposal will provide onsite parking, landscaping and active alfresco dining areas including a piazza.

The proposal contributes to a number of strategic directions of Council including the *Penrith Community Plan*, *Riverlink Precinct* and the *Our River Masterplan* in creating opportunities for activities in and around the river. More recently, Council has just rezoned the land to allow food and drink premises and other tourist related land uses along this stretch of the river.

The proposal is of a high architectural quality that will set the benchmark for development moving forward along the river and to generate the activity anticipated by Council and the community.

## 1.4 History of the Application

The following key points of consultation have been undertaken with Penrith City Council in preparation of the application.

### 1.4.1 Pre-lodgement Meeting

The proposal was discussed at a number of pre-lodgment meetings and discussions held with the relevant officers at Penrith Council, with the latest documented meeting on 16 December 2011 where a range of issues was discussed. Although this meeting was undertaken over three years ago, the matters raised are still current with the exception of the land use zone and permissibility which has just changed recently to allow the use. This Statement of Environmental Effects and accompanying information addresses the technical and planning compliance issues raised in that meeting and in summary include:



Summary of Issues to Address	Section of SEE /Accompanying information
<b>PERMISSIBILITY</b>	
The site is zoned Rural 1(A1) under the provisions of Penrith IDO 93. The table to Clause 40 of this IDO permits refreshment rooms for the holding of wedding receptions, conferences and similar functions subject to certain conditions. If those conditions are met, then the described use under the Table is permissible with development consent.	The site is now zoned SP3 Tourist which allows the proposed land use with consent. Refer Section 4.4.
The component of your proposal that involves a separate refreshment room to be used as a restaurant is prohibited. Whilst Council has accepted that the site benefits from <i>existing use</i> rights given the original refreshment room that operated from the site, Council does not accept that an additional refreshment room can be permitted under the <i>existing use</i> rights provisions of the EP&A Act and EP&A Regulations.	Refer above
Part 5, Clause 41(1), of the EP&A Regulations states that an existing use may: <ul style="list-style-type: none"> <li>(a) <i>Be enlarged, expanded or intensified, or</i></li> <li>(b) <i>Be altered or extended, or</i></li> <li>(c) <i>Be rebuilt, or</i></li> <li>(d) <i>Be changed to another use, but only if that other use is a use that may be carried out with or without development consent under the Act, or</i></li> <li>(e) <i>If it is commercial use- be changed to another commercial use (including a commercial use that would otherwise be prohibited under the Act), or</i></li> <li>(f) <i>If it is a light industrial use- be changed to another light industrial use or a commercial use (including a light industrial use or commercial use that would otherwise be prohibited under the Act).</i></li> </ul>	Refer above, existing use rights is not needed to be relied upon.
Development consent DA08/1094 was granted in accordance with these regulations. Clauses 42, 43 and 44 of the EP&A Regulations state that the enlargement, expansion or intensification/alteration or extension/rebuilding must be for the <i>existing use</i> and for no other use. The development of another refreshment room on the site is an additional land use to the <i>existing use</i> .	Refer above.
Accordingly, Council can only accept a development application for the land use permitted under Clause 40 of IDO 93. Such an application must address the conditions outlined in the Table to Clause 40 and any other relevant provisions of IDO 93.	Refer above.
<b>SREP 20</b>	
The site is affected by the provisions of Sydney Regional Environment Plan 20- Hawkesbury Nepean River. The site is identified as being within a Riverine Scenic Quality Area under this plan. A development application submission is to address the relevant development controls of this plan.	Section 4.3

DCP 2006	
<p>A development application submission is to address the relevant requirements of DCP 2006, including the following sections:</p> <p>2.1 Contaminated Land</p> <p>2.2 Crime Prevention Through Environmental Design</p> <p>2.5 Heritage</p> <p>2.6 Landscape</p> <p>2.9 Waste Planning</p> <p>2.10 Flood Liable Land</p> <p>2.11 Car Parking</p> <p>3.1 Advertising Signs</p>	<p>DCP 2006 is addressed in Section 4.5. Note that DCP 2014 has not been adopted by Council to align with the new LEP provisions.</p>
Riverlink Precinct Plan	
<p>The site forms part of the Riverlink Precinct Plan which has been adopted by Council. A development application submission is to address the relevant elements and principals of this plan.</p>	<p>Section 2.2. Note that the new zone SP3 implements the principles of the Riverlink Precinct Plan.</p>
Heritage	
<p>Any development proposal for the site is to have regard to the heritage significance of the Nepean River and a development application submission is to address the provisions of the relevant planning instruments in this regard.</p>	<p>Section 4.4 and Section 5.6.6</p>
Flooding	
<p>The development is to comply with Council's requirements for development in flood affected areas. Please refer to the requirements of DCP 2006 and the commentary provided by Council's engineers further in this advice.</p>	<p>Section 4.5 and Section 5.6.2</p>
Design	
<p>The design of the development is to have regard to the scenic quality of the area and the heritage and social significance of the Nepean River and Tench Reserve. Council encourages a high quality presentation for the development. The visual impacts of the development when viewed from the M4 motorway, Tench Reserve and other public spaces is to be carefully considered.</p>	<p>An assessment of the visual impact is provided in Section 5.6.7</p>
<p>Given the significance of this site, any proposal for development will be referred to Council's Urban Design Review Panel. It is strongly recommended that you arrange for this to occur prior to the lodging of a development application so that any design issues raised by the panel can be addressed as part of a development application submission.</p>	<p>The site is not a key site under Penrith Local Environmental Plan 2010 or known as a gateway site. The proposal is predominately single storey. It is expected that Council will refer to the UDRP as part of its</p>

	assessment process.
The design of the development is to have regard to the principles of Crime Prevention Through Environmental Design. A discussion as to how this has been addressed is to form part of a development application submission.	Section 4.5 and Section 5.6.10
It is recommended that lighting and signage details form part of the proposal.	Noted
A schedule of external finishes and visual impact assessment is to accompany a development application submission.	Refer to Architectural Drawings (Appendix A) and Section 5.6.7
<b>Landscaping</b>	
A landscape plan, prepared in accordance with the requirements of DCP 2006, is to accompany a development application submission. The landscape plan is to suggest plantings will assist with improving the visual amenity of the development. This includes screening to reduce the visual impact of the development, and all car parking areas, when viewed from the M4 motorway, Trench Reserve and other public spaces.	Landscape Plan (Appendix B) prepared by Concept Landscape Architects accompanies the application
<b>Noise</b>	
A development application submission is to be accompanied by an acoustic report, prepared by a suitably qualified consultant, addressing the impact of noise from the development on the surrounding area with particular reference to nearby residential properties.	Section 5.6.5, Appendix D.  An Operational Noise Impact Statement prepared by Rodney Stevens Acoustics accompanies the application.
<b>Engineering Comments</b>	
<p>Stormwater</p> <ul style="list-style-type: none"> <li>Stormwater drainage for the site must be in accordance with Council's Stormwater Drainage Policy.</li> <li>A stormwater concept plan shall be submitted with the application. The concept plan shall demonstrate how stormwater is discharged from the site by gravity into Council's stormwater drainage system. In this regard an open channel or pipe drainage system with dedication of an appropriate easement to drain water may be required over downstream properties. The easement to drain water must be registered prior to the issue of an operational consent.</li> <li>Stormwater discharge from the development is to match pre-existing developed flows. Stormwater discharge from the site is not to have an adverse impact upon adjoining or downstream properties. The stormwater concept plan shall be accompanied by a supporting report and calculations.</li> <li>A water quality treatment device shall be provided for all hardstand areas in accordance with Council's Development Control Plan.</li> </ul>	<p>Section 5.6.2</p> <p>Stormwater Concept Plan, MUSIC modelling accompanies the application</p>
<p>Mainstream Flooding</p> <ul style="list-style-type: none"> <li>The site is affected by mainstream flooding from both the Nepean</li> </ul>	Section 5.6.2, Appendix F.

<p>River and Peachtree Creek.</p> <ul style="list-style-type: none"> <li>• Council's adopted flood level from The Nepean River is <b>RL 28.3m AHD</b> (front of the site) and the adopted flood level from Peachtree Creek is <b>RL 27.1m AHD</b> (rear of the site). Council's records are not accurate enough to determine the extent of the Nepean River flood upon the front of the lot. Detailed ground survey of the front portion of the lot is to be submitted to Council with the application to determine the extent of the Nepean River flooding. Required heights for habitable floor levels will be determined upon submission of this survey data.</li> <li>• All plans for the site shall have levels and details to AHD.</li> <li>• The application must demonstrate that the proposal is compatible with the State Government Floodplain Development Manual and Council's Development Control Plan for Flood Liable Land.</li> <li>• Filling of flood liable land is not supported.</li> <li>• The site has been identified as being on a low flood island (in accordance with the State Government Floodplain Development Manual). A flood evacuation/ flood management plan is to be prepared in accordance with State Government Floodplain Development Manual.</li> </ul>	
<p>Local Overland Flows</p> <ul style="list-style-type: none"> <li>• The site is not affected by local overland flows.</li> </ul>	<p>Noted, refer above</p>
<p>Traffic</p> <ul style="list-style-type: none"> <li>• The application shall be supported by a traffic statement prepared by a suitably qualified person.</li> <li>• The application must demonstrate that access, car parking and manoeuvring details comply with AS2890 Parts 1, 2 &amp; 6 and Council's Development Control Plan.</li> <li>• The proposed development shall be designed to be serviced by a Medium Rigid Vehicle.</li> <li>• The application shall be supported by turning paths in accordance with AS2890 clearly demonstrating satisfactory manoeuvring on-site and forward entry and exit to and from the public road.</li> <li>• All hardstand, car parking and manoeuvring areas are to be sealed.</li> </ul>	<p>Section 5.6.4, Appendix C.</p> <p>A Parking and Traffic Impact Assessment prepared by Thompson Stanbury Associates</p>



## 1.5 Supporting Documentation

The proposal is accompanied by the following documentation:

Documentation	Prepared By
Architectural drawings	Morson Group Pty Ltd
Hydraulic Report/ Stormwater Concept Design	Williams Consulting Pty Ltd
Erosion and Sediment Control Plan	Williams Consulting Pty Ltd
Survey Plan	Richard Hogan & Co Pty Ltd
Landscape Concept Plan	Concept Landscape Architects
Parking and Traffic Impact Assessment	Thompson Stanbury Associates
Access Report	iaccess consultants
Waste Management Plan	Stimson & Baker Planning

## 1.6 Legislation, Environmental Planning Instruments and Policies to be considered

This application has been prepared in the context of the following relevant and applicable strategic and statutory instrument and policies:

- *Environmental Planning and Assessment Act 1979*
- *State Environmental Planning Policy No.55 – Remediation of Land*
- *Sydney Regional Environmental Plan No. 20 – Hawkesbury-Nepean River (No.2 -1997)*
- *Penrith Local Environmental Plan 2010*
- *Penrith Development Control Plan 2006*

## 2 The Site and Surrounds

### 2.1 Regional Context

The site is located within the Penrith Local Government Area approximately 50km west of Sydney and 30 km west of Parramatta.

*The Metropolitan Strategy, A Plan for Growing Sydney* was released on 14 December 2014. One of the goals of the Plan is that Sydney will be a great place to live with communities that are strong, healthy and well connected. The plan recognises the need to create more vibrant places and revitalised suburbs where people want to live – welcoming places and centres with character and vibrancy that offer a sense of community and belonging.

Strategically, Penrith is identified as a Regional City Centre due to it being a river city. The focus for Penrith is to connect to the river, to connect to the city centre and the community to the river to create a true 'River City'.

The proposal makes a significant contribution to the expected development outcomes for this area.

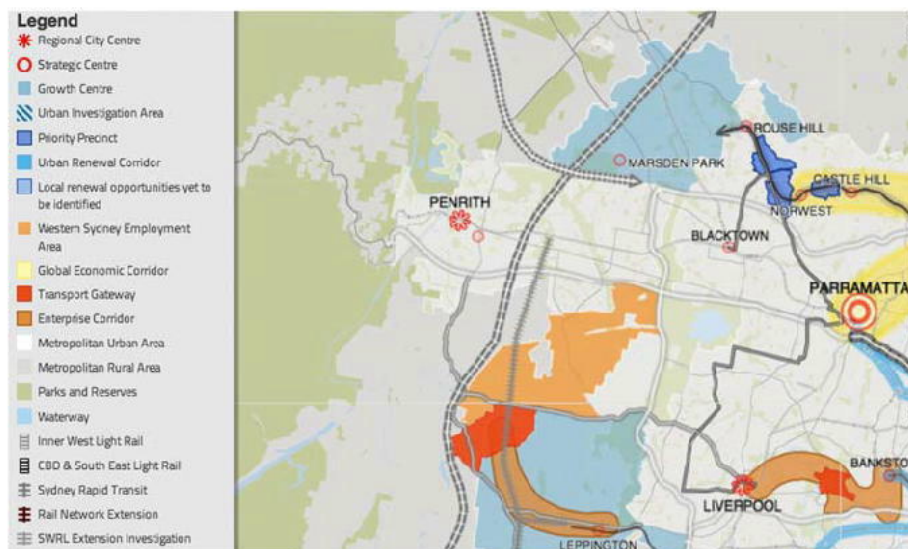


Figure 1: A Plan for Growing Sydney (<http://www.strategy.planning.nsw.gov.au/sydney/the-plan/>)

### 2.2 Local Context

The subject site is located in the suburb of Jamistown and is located directly adjacent to the extensive open space known as Tench Avenue along the Nepean River. The site sits just outside 3km of the Penrith CBD. The boat ramp to the river is directly opposite to the site. There is accessible walking/cycling paths across the front of the

site and around the river providing recreational opportunities. The site is part of Council's strategic direction to connect the community with the river and encourage destination development and its contributing element ('our River Master Plan') in what makes a Regional City. These elements include an active CBD, Penrith Lakes, Penrith Health and Education Precinct, major sporting facilities and Panthers Entertainment precinct.

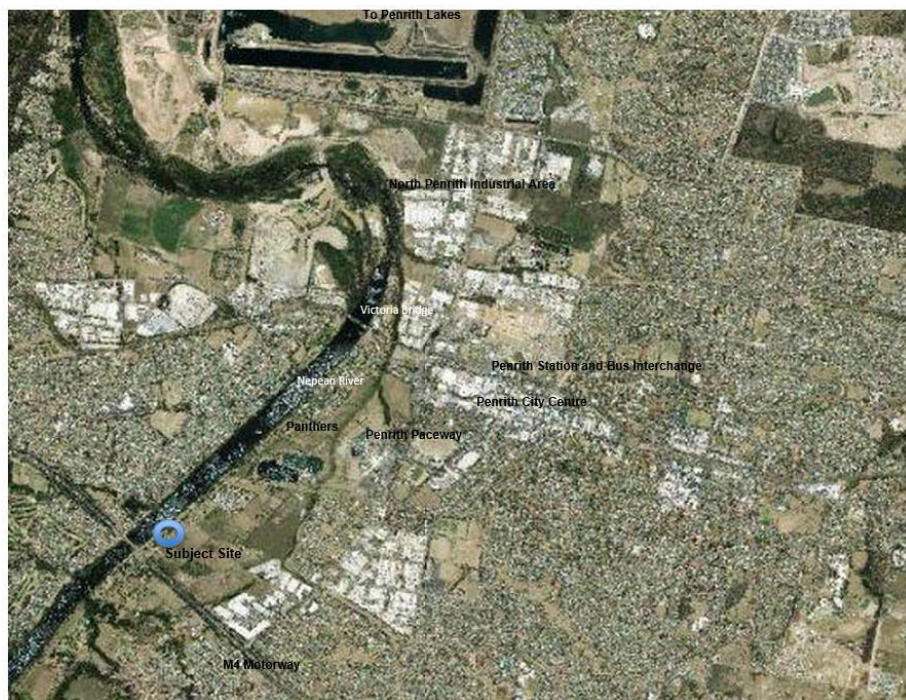


Figure 2: Local Context

The site is forming one of the important areas for Penrith as an emerging Regional City and the strategic directions that have contributed to this includes:

#### ***Riverlink Precinct Plan***

In April 2008, Council adopted the Riverlink Precinct Plan as a broad set of principles to guide future, more detailed planning for this locality. That plan identified areas that could potentially support a range of future leisure, entertainment and tourism activities in the Precinct. The Riverlink Precinct is generally bounded by the Main Western Railway in the north, the Nepean River to the west, the M4 to the south, and Mulgoa Road to the east. This plan informed the zones that were included in Amendment 4 to Penrith Local Environmental Plan 2010 and includes this site being rezoned for tourist and recreational land uses.



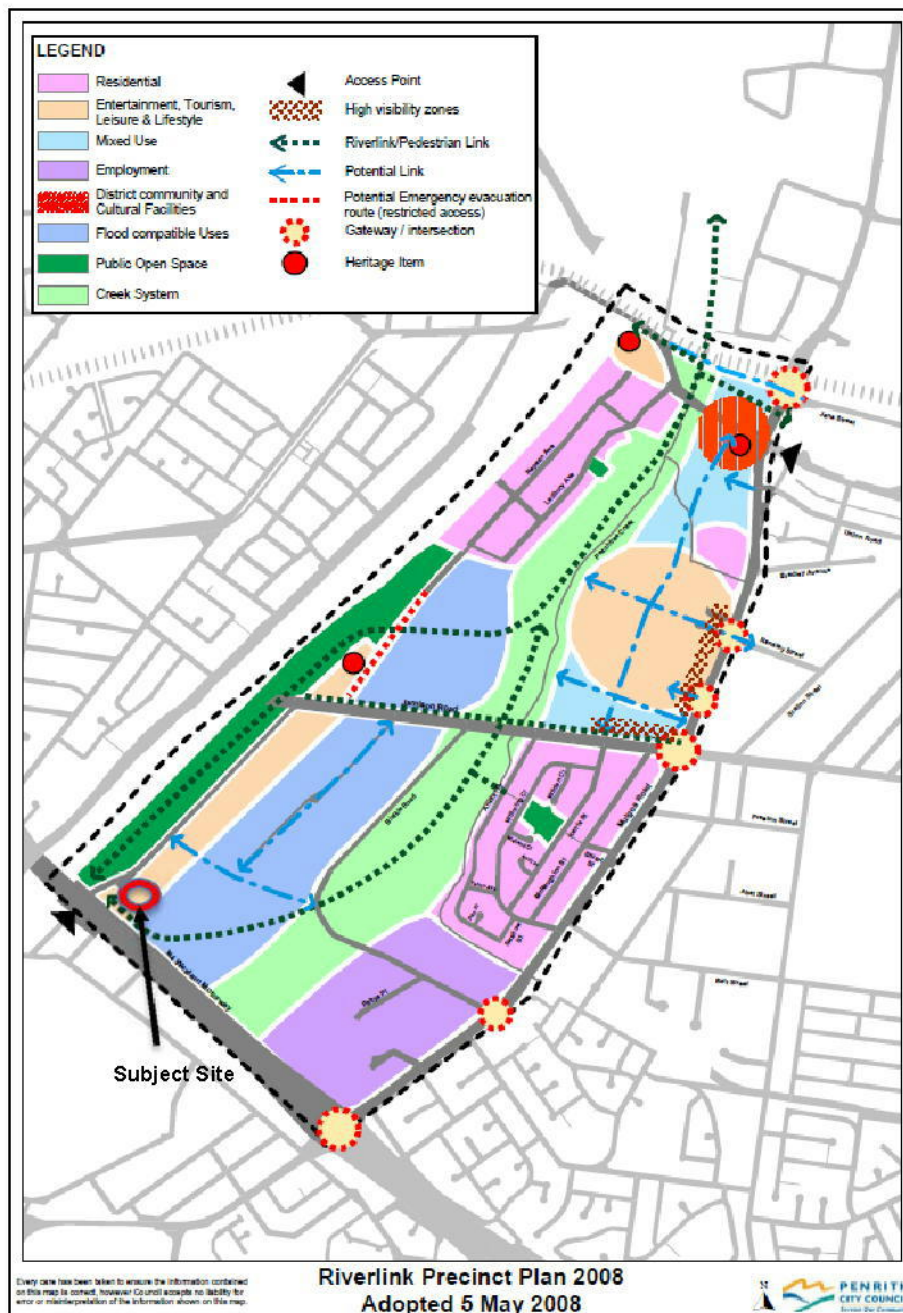


Figure 3: Riverlink Precinct Structure Plan

### ***Our River Masterplan***

In November 2013, Council adopted the Our River Masterplan which was undertaken with stakeholders including the community to determine appropriate activities around the river between Victoria Bridge and the M4 Bridge that connects the community to the river. The masterplan is a catalyst to implementing projects around the river frontage and ensures that there is a balance in its protection, preservation, enjoyment and connection to the community. The subject site forms part of the anticipated activity around the river. It is expected that this proposal will indeed be a

catalyst in its own right in stimulating interest and development adjoining the public and recreational activities along the river.

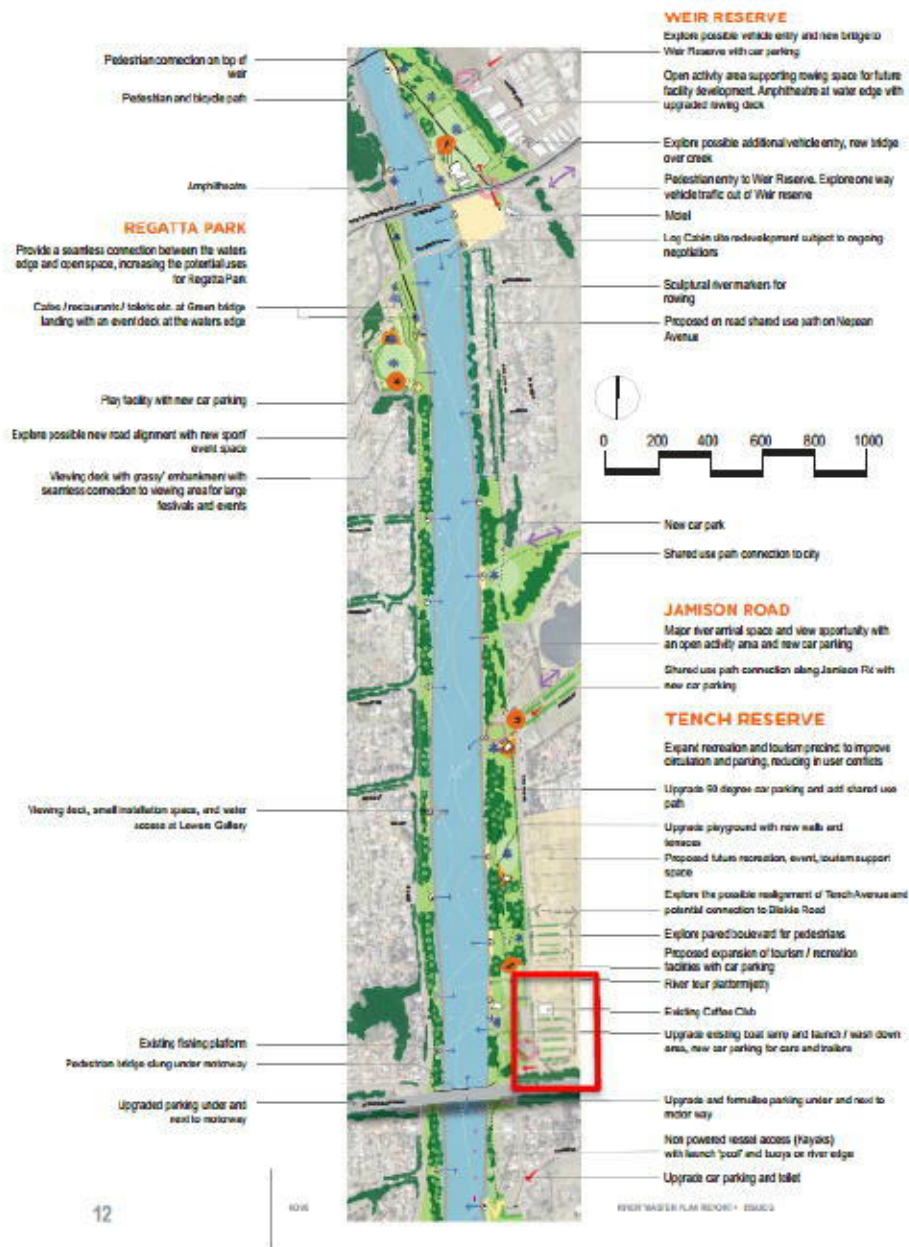


Figure 4: Our River Masterplan (pg. 12 *Our River Masterplan by Clouston*)

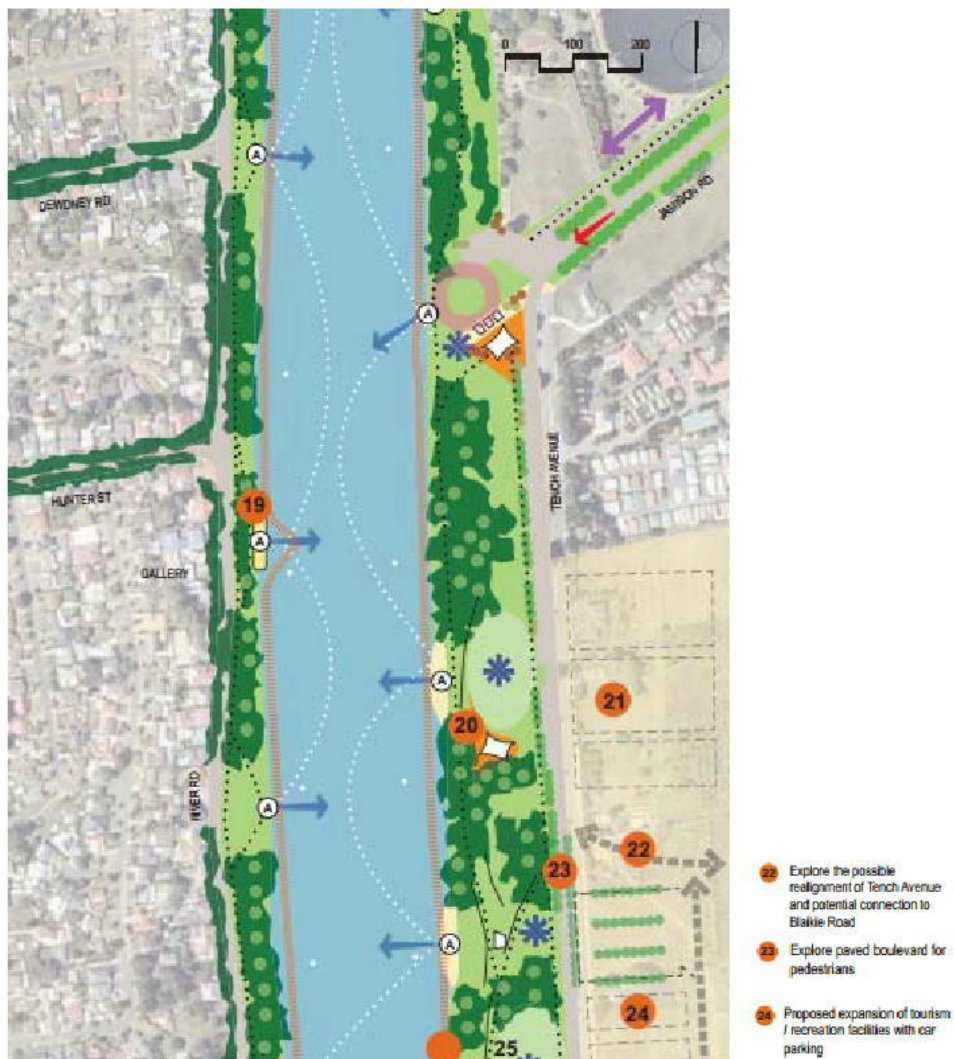


Figure 5: Trench Reserve Area (pg. 64 *Our River Masterplan* by Clouston)

## 2.3 The Subject Site

The site is located on the southern side of Tench Avenue with frontage of approximately 131.16m. The site is known as 78-88 Tench Avenue, Jamisontown and is legally described as Lot 3, DP30354. The property is orientated generally in a east west alignment, is rectangle in shape with an area of 3.341ha. However the development site only occupies 11,530m<sup>2</sup> of the site. The majority of the site to the rear is part of the Nepean River floodplain.





Figure 6 Subject site and location of existing building

### ***Topography***

The site is predominantly flat with an ever slight gradual and even fall from the front of the rear of the property.

### ***Vehicular Access***

There is direct and existing vehicular access to the site from Tench Avenue. There are currently two individual driveways providing separate entry and exit points for the existing Coffee Club.

### ***Pedestrian Access and Public Transport***

There is a pedestrian pathway across the frontage of the site forming part of the Great River Walk and connection to the M4 Bridge.

There is a bus stop immediately north of the site being Route 795 providing services along Tench Avenue and between Warragamba and Penrith Station. This service connects with other bus services along Mulgoa Road and the interchange at Penrith Railway Station.

The site is on route of the Great River Walk that provides a loop around the river and beyond and towards Windsor for pedestrians and cyclists.

### ***Utilities and Services***

There is existing reticulated sewer, water and electricity services to the site.

### ***Vegetation***

There is minimal landscaping or vegetation on the site. The majority of the site is open paddock with no vegetation.



## 2.4 Existing Development

Currently the site is occupied by a hugely successful Coffee Club franchise with onsite parking. The Coffee Club is located on the northern portion of the site. The restaurant has a seating area of approximately 315m<sup>2</sup> (130 seats internally and externally). There is currently 60 car spaces servicing the Coffee Club.

The site is adjoined by remnant rural land prime for tourist development and recreational areas. There are open paddocks surrounding the site and with small rural residential dwellings. Tench Reserve and access to the Nepean River via the boat ramp is directly across the road.



Figure 7: Existing development on the site





Figure 8: Surrounding development and land uses

## 3 Development Proposal

### 3.1 Objectives of the Proposal

This application seeks consent for the construction of an additional nine (9) tenancies to adjoin the existing Coffee Club building. This is to align with Council's strategic direction of activating and providing 'hubs' to attract more people in and around the river.

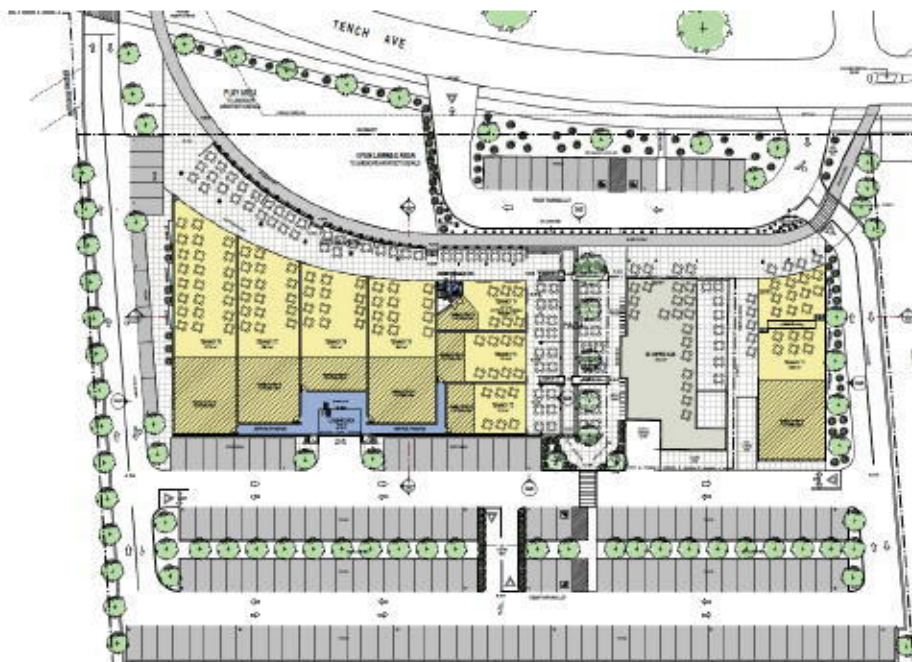


Figure 9: Site Plan

### 3.2 Details of the Proposal

The proposed development is to expand the restaurant and café offering along the river by constructing two (2) buildings either side of the existing Coffee Club containing nine (9) tenancies. The proposal in more detail includes:

#### **Design Principles**

The proposal adopts the following design principles:

- A low scale modern development that fits within the landscape providing minimal visual intrusion.
- The proposed building and its design is sensitive to the emerging change that is occurring in the area and is compatible with this transition.



- Responds to the community demand for a dining precinct adjacent to the river so maximises on views from the site with glazing to the frontage of the tenancies and provides alfresco dining areas.
- Creation of different dining experiences with indoor and outdoor dining areas, with variety of an upper level tenancy, ground level and a piazza area.
- Limits the parking at the front to ensure minimal visual interruption across the site to the river, while maintaining current lease arrangements of the Coffee Club.
- Encourages pedestrian activity with a footpath across the building area that can act as an alternate path on the Great River Walk. Encouraging a seamless integration of the site with the surrounding area.
- Introduces additional and improved landscaping that is compatible with the surrounding area and integrates the development with the surrounding recreation and open space areas.



Figure 10: Artist Impression

### **Built Form**

The proposed development will provide a built form that will provide a benchmark for emerging development along the river. The proposal is predominately single storey with a single small tenancy on a second level to provide interest on the north western elevation. This also allows for a tenancy that can capture currently missed opportunities for viewing the river while enjoying a dining experience. The proposal results in three separate buildings (including the existing Coffee Club). Materials proposed include painted precast concrete, metal deck sheet roofing, metal and glass balustrades and timber battens. The accompanying architectural drawings (Appendix A) provides details as to the materials and finishes.

### ***Detailed Elements of the Proposal***

The following detailed elements form the proposed development.

#### **Development Summary**

- Total of nine (9) additional tenancies over two (2) separate buildings.
- Retention of the existing Coffee Club
- Tenancy 1 sits on its own to the north of the Coffee Club.
- Tenancies 2-9 sits to the south of the Coffee Club.
- A piazza providing alfresco dining for outdoor dining and seating between the southern building and the coffee club.
- Total of one hundred and sixty one (161) car parking spaces.
- Total of twenty eight (28) bicycle parking.
- Loading dock
- Waste storage areas.
- Landscaped/open space areas.

#### **Tenancy floor space**

The following are the leasable areas of each proposed tenancy:

- Tenancy 1 – 336.9m<sup>2</sup>
- Tenancy 2 – 111.8m<sup>2</sup>
- Tenancy 3 – 121.9m<sup>2</sup>
- Tenancy 4 – 101.1m<sup>2</sup>
- Tenancy 5 – 260.3m<sup>2</sup>
- Tenancy 6 – 218.3m<sup>2</sup>
- Tenancy 7 – 285.2m<sup>2</sup>
- Tenancy 8 – 377.3m<sup>2</sup>
- Tenancy 9 – 118.5m<sup>2</sup> (located above tenancy 4 and provides a balcony of 61.7m<sup>2</sup>). There is an opportunity to combine Tenancy 4 and 9.
- Existing Coffee Club – 314.3m<sup>2</sup>

### ***Land Uses***

The proposal being a food and drink premises is permissible under the newly amended LEP 2010. The expected land uses are a range of café and restaurants to create a dining and entertainment precinct along the river. Separate development applications would be required for the fit out and future use of the tenancies including signage.

### ***Access and Internal Circulation***

An appropriate level of access is provided to the site, both for vehicular and pedestrian traffic. Vehicular access is provided to the site via a separate exit and entry point creating a one way flow across the front of the development. There is also a two way entry and exit driveway to the west of the site to allow access to the rear at-grade parking area.

Accessible requirements in accordance with the provisions of the Disability (Access to Premises) Standard 2010 have been incorporated into the design of the building. An access report is appended to this report in Appendix E.

The proposal provides for a shared accessible toilet facility for the development.

The proposed design indicates a stepped piazza section between the existing Coffee Club Tenancy and Tenancies 2-4. The use of this stepped area is for outdoor seating. The design as proposed indicates continuous steps for the length of the Piazza.

The provisions of AS1428.1:2009 require the installation of Tactile Ground Surface Indicator (TGSIs) along the edge of the steps to warn individuals with accessible needs of the potential of a hazard.

Given the design of the space the available pavement would be covered in TGSIs which defeats the purpose of the provision of the TGSIs.

It will be essential that an Alternative Design Solution be prepared as part of the Construction Certificate documentation to address the deletion of the TGSIs to the steps in the Piazza zone of this development and at the time of writing this report, the Alternative Design Solution was being finalised.

#### ***Traffic and Parking Provision***

A Traffic and Parking Impact Assessment accompanies the application (Appendix C).

Parking is provided at grade at the front and rear of the development. A total of one hundred and sixty one (161) car spaces including disabled access spaces are proposed for the site. The front parking spaces are limited (15 spaces) to reduce the visual amenity between the development and sight lines towards the river with the balance (146 spaces) to be provided at the rear. The parking spaces maintained at the front of the Coffee Club are required to maintain the existing lease arrangements the Coffee Club has in relation to parking. There is also sufficient land further east that could be utilised as informal overflow parking if required.

There is provision for twenty eight (28) bicycle parking spaces on the site.

#### ***Landscaping and Open Space***

Landscaping is provided to the development that improves the streetscape and the amenity of the site. The landscape treatment contributes to significant vegetation and open spaces in the vicinity of the site. Screen planting is proposed along the property boundary to assist with screening the parking area when viewed from surrounding areas and in particular the Motorway.

A Landscape Plan (Appendix B) accompanies the application and demonstrates high quality landscaping outcomes. The Landscape Plan identifies an open space/playground area on Council's land at the front of the property. The proposed development does not include Council's land and is not subject to this approval, therefore the concept identified for council's land has been provided to demonstrate



the potential opportunities this area could provide in relation to the café precinct and Council's recreational areas along the river.

#### ***Signage***

Signage will be subject to either exempt and complying development provisions or included in future first use applications for the tenancies.

#### ***Stormwater Drainage***

A stormwater drainage concept plan (Appendix F) accompanies the application and demonstrates compliance with Council's controls. Where new works are proposed the levels have been determined to ensure that there is no reduction in the existing flood storage volumes available. The site is relatively flat and therefore a wetland is proposed at the rear of the development with an initial pond storage. Further information is appended to this report in regards to the stormwater management on the site. MUSIC modelling has been carried out and accompanies the application.

#### ***Utilities***

The site will be appropriately serviced to accommodate the proposed use. Some utility upgrades are likely to be required and will be confirmed with the relevant service authority.

#### ***Crime Prevention through Environmental Design***

Crime Prevention through Environmental Design has been incorporated into the design of the proposed development. This has been undertaken in such a way that publicly accessible common areas can be viewed from multiple vantage points within the development.

An assessment of the CPTED principles are addressed later in this report.

#### ***Civil Works***

Some minor civil engineering works are required and these are detailed in the accompanying plans.

#### ***Waste Management Strategy***

Waste bins will be provided for each of the tenancies in dedicated waste storage areas at ground level and at the rear of the property. Waste will be collected by commercial contractors and organised through the owners/managers of the building or the body corporate if subject to strata subdivision in the future.

#### ***Contamination***

The location of the proposed buildings is proposed on currently cleared land and open paddocks. The property has been this way for a significant number of years. There is unlikely to be contamination on the site given its previous use. SEPP 55 is addressed below.



***National Construction Code Compliance***

All works will be carried and comply with the National Construction Code (now incorporating the BCA). A Construction Certificate will be required in relation to the proposal and it is expected that Council will require matters relating to NCC compliance.

## 4 Statutory Context

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The following section provides an assessment of the proposed development against the relevant planning instruments and policies.

### 4.1 State Environmental Planning Policy No 55 – Remediation of Land

The aims and objectives of *State Environmental Planning Policy 55* (SEPP 55) are to provide a statewide planning approach to contaminated land remediation. It also promotes the remediation of contaminated land to reduce the risk of harm. SEPP 55 applies where consent is being sought for works on potentially contaminated land and/or where remediation works are proposed.

Clause 7 of SEPP 55 requires Council to consider prior to determination whether contamination may be present and if contamination is present if it is suitable for the proposed use. This assessment is applied through consideration of a contamination assessment as specified by SEPP 55.

There is no known contamination on the site. As the site has not undertaken contaminating activities on the land and the proposal will be limited in major excavation/ soil disturbance, there is unlikely any risk of contamination or the off- site movement of chemicals.

Although there has not been any site investigations directly testing contamination, the previous and current use of the site and surrounding area for mainly vacant land and rural residential development would make it unlikely that the site is contaminated.

The current use of the site is not identified as an activity that may cause contamination as identified in Table 1 of the SEPP55 Guidelines, therefore Council can consent to the carrying out of development on the land.

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

*State Environmental Planning Policy (Infrastructure) 2007* (ISEPP) provides for specific controls on specified developments including traffic generating developments.

It is noted that the scale of the proposed development numerically requires a referral to the RMS as required by Schedule 3 of the SEPP. The proposal however is seeking a variation to the parking requirements which therefore places the parking below the threshold which is discussed below in Section 4.5 and Section 5.6.4 and supported by a Parking and Traffic Impact Assessment.

#### 4.3 Sydney Regional Environmental Plan No 20 – Hawkesbury Nepean River (No.2-1997)

The aim of SREP 20 (now a deemed SEPP) is to protect the Hawkesbury-Nepean River system by ensuring that the impacts of future land uses are considered in a regional context. The maps for SREP 20 are not readily available to ascertain whether the site is located within a riverine corridor or an area of local or regional scenic significance. It is assumed that given its location to the river that it is located in an area of scenic significance.

Part 3 Development Controls identify land uses in or near the river that are prohibited or require development consent, consultation or concurrence. Clause 11 outlines the land uses. The most appropriate land use identified is *Clause 11(16) Land uses in riverine scenic areas*, which requires consent for structures greater than 50sqm or over 1 storey in height. There are also additional matters for consideration by the consent authority. Those of relevance to this proposal relate to visual impacts, which is addressed in more detail in the report at Section 5.6.7 and it is considered the proposal satisfies these requirements.

Any nominated strategies in relation to water quality and management is addressed throughout this report. 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.

#### 4.4 Penrith Local Environment Plan 2010

The Penrith LEP 2010 is the primary environmental planning instrument relating to the proposed development.

The objectives of the LEP are as follows:

- (a) to provide the mechanism and planning framework for the management, orderly and economic development, and conservation of land in Penrith,
- (b) 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 and with a strong commitment to healthy and safe communities and environmental protection and enhancement,
- (c) to accommodate and support Penrith's future population growth by providing a diversity of housing types, in areas well located with regard to services, facilities and transport, that meet the current and emerging needs of Penrith's communities and safeguard residential amenity,
- (d) to foster viable employment, transport, education, agricultural production and future investment opportunities and recreational activities that are suitable for the needs and skills of residents, the workforce and visitors, allowing Penrith to fulfil its role as a regional city in the Sydney Metropolitan Region,

- (e) *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,*
- (f) *to protect and enhance the environmental values and heritage of Penrith, including places of historical, aesthetic, architectural, natural, cultural, visual and Aboriginal significance,*
- (g) *to minimise the risk to the community in areas subject to environmental hazards, particularly flooding and bushfire, by managing development in sensitive areas,*
- (h) *to ensure that development incorporates the principles of sustainable development through the delivery of balanced social, economic and environmental outcomes, and that development is designed in a way that assists in reducing and adapting to the likely impacts of climate change.*

The proposed development is consistent with the above relevant objectives.

The subject site is zoned *SP3 Tourist*. The objectives of the SP3 zone are:

- *To provide for a variety of tourist-orientated development and related uses.*
- *To provide for diverse tourist and visitor accommodation and activities that are compatible with the promotion and tourism in Penrith.*
- *To create an appropriate scale that maintains important views to and from the Nepean River as well as to the Blue Mountains escarpment, while also improving important connections to the Penrith City Centre and the Nepean River.*

The proposed development is consistent with the objectives in that:

- The proposal is providing opportunity for choice in food and drink premises which will contribute to the variety of activities that are considered tourist-oriented.
- The proposal is compatible with the promotion and tourism in Penrith. The river is a destination in its own right. The proposal will further anchor the attraction of the river.
- The proposal is at an appropriate scale that will maintain important views to and from the river and contribute to the connections the river will have with the wider area and community. The proposal is considered low scale and is not highly visible from numerous vantage points around the river.



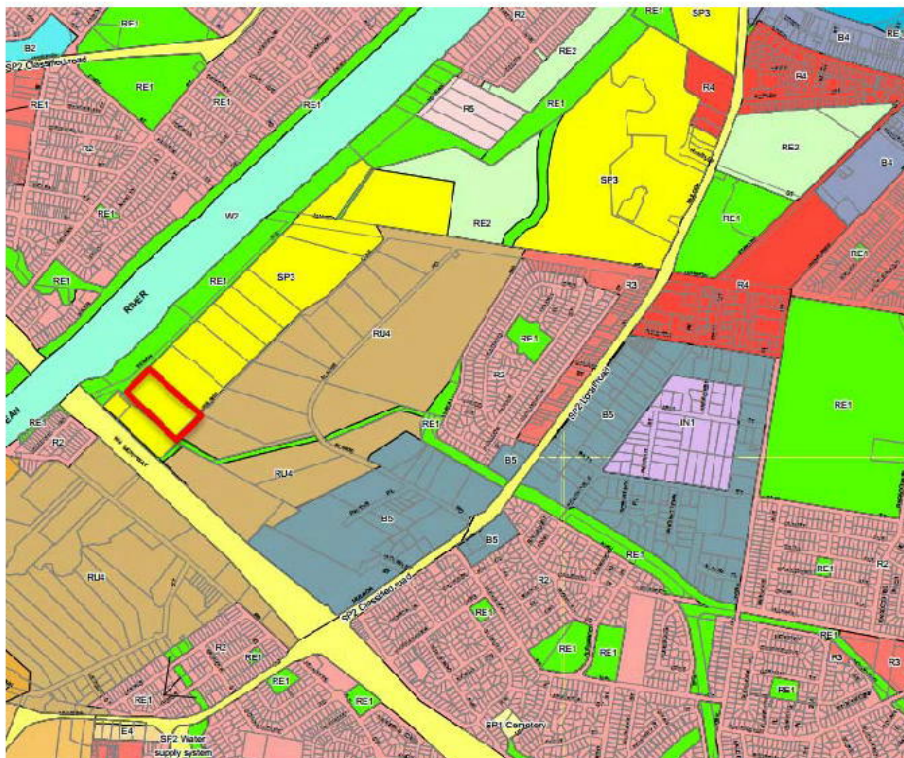


Figure 11: Zoning of the property

The Land Use Table of the LEP nominates *food and drink premises* as a permissible form of development in the zone, with development consent. *Food and Drink Premises* is a group term and includes cafes and restaurants. The Dictionary definition is:

**Food and Drink Premises** that are used for the preparation of and retail sale of food or drink (or both) for immediate consumption on or off the premises, and includes any of the following:

- (a) A restaurant or café,
- (b) Take away food and drink premises,
- (c) A pub,
- (d) A small bar.

The following relevant clauses within Penrith Local Environmental Plan 2010 are to be considered in relation to the proposal:

Part 4 Principal Development Standards	
Provision	Comment
4.3 Height of building	The Height of Building map nominates this site as a maximum 8.5 height. The proposed building has a maximum height of 7m over a small section of the development.
4.4 Floor space ratio	There is no FSR applying to the property

4.6 Exceptions to development standards	Not required
<b>Part 5 Miscellaneous Provisions</b>	
<b>Provision</b>	<b>Comment</b>
5.6 Architectural roof features	The proposal provides flat and angled roof forms. This does not compromise this clause.
5.9 Preservation of trees and vegetation	No trees are proposed to be removed
5.10 Heritage conservation	The site is not identified as a heritage item or within a heritage conservation area. The proposal is in the vicinity of the Rowing Course along the Nepean River, however given the setback of the river and minimal visibility of the development from the river, the proposal is unlikely to impact or minimise the significance of this heritage item. In fact, the proposal will attract people to the area to celebrate the importance of the Nepean River.
<b>Part 7 Additional Local Provisions</b>	
<b>Provision</b>	<b>Comment</b>
7.1 Earthworks	The proposal requires earthworks in relation to creating building pads and parking areas. Appropriate measures will be put in place to avoid, minimise or mitigate any impacts that may arise. Minimal cut and fill will be required as the site is relatively flat.
7.2 Flood planning	A portion (rear) of the site is subject to overland flow flooding from Peachtree Creek. The site is not identified on the Flood Planning Land maps as being affected by mainstream flooding from the River. The 'development site' is above the 1:100 year flood level. The proposal will not raise the flood storage of the site as all development will be constructed with finished floor levels at or above the 1 in 100 year flood level. Given the itinerant use of the proposal it is unlikely to pose a significant risk to people given people are less likely to participate in tourist related activities in times of significant rainfall/flood events. Further details in Section 5.6.2.
7.4 Sustainable development	The proposal has given consideration to the sustainable development principles referred to in this clause.
7.5 Protection of scenic and landscape values	Part of the property is identified as having scenic and landscape values. The proposed development is considered to be designed in a manner that has regard to visual impact given its location and proximity to the river. Section 5.6.7 provides more detail in this regard.
7.6 Salinity	The proposal is unlikely to have an impact on the salinity processes or salinity likely to impact the development. There is no known salinity on the site.
7.7 Servicing	The proposal will retain all the servicing that occurs on the site and connection to water, sewer and electricity. Upgrades may be required to accommodate the use and this will be confirmed with the relevant agencies prior to construction.
<b>Schedule 5 Environmental Heritage</b>	
Item 148 Local Heritage – Nepean Rowing Course, Nepean River is in the vicinity of the site – refer to Clause 5.10 above and section 5.6.6 of the report.	

**There are no other clauses relevant to the proposal.**

## 4.5 Penrith Development Control Plan 2006

**Development Control Plans contain finer grain planning controls in respect of specific development types. The following parts of the Penrith Development Control Plan 2006 (DCP) are the most relevant in the case of the proposed development.**

Penrith Development Control Plan 2006	
2.2 Crime Prevention Through Environmental Design	
Aims and Objectives	Comment
<p>Enhance and improve community safety within the City of Penrith.</p> <ul style="list-style-type: none"> <li>• Create a physical environment that encourages a feeling of safety</li> <li>• Address community concerns with regard to issues of community safety and crime prevention.</li> <li>• Reduce the level of crime within the City of Penrith.</li> <li>• Prevent the opportunity for criminal activity.</li> <li>• To ensure that new developments promote crime prevention through environmental design.</li> </ul>	<p>The proposed development has been designed in accordance with the general requirements for crime prevention through environmental design. The approach of the design has been undertaken so that the possibility of opportunistic crime is reduced through the minimisation of dead end paths/laneways, entrapment zones and inappropriate lighting.</p> <p>The development allows for public access through and around the site. The entrance is directly fronting Tench Avenue. All areas can be viewed from the building.</p> <p>Refer to Section 5.6.10</p>
2.3 Engineering Works	
Control Requirement	Comment
All Engineering Works shall be undertaken in accordance with the provisions of the Penrith City Council's "Guidelines for Engineering Works for Subdivisions and Developments – Part 1 – Design" and "Guidelines for Engineering Works for Subdivisions and Development – Part 2 – Construction".	The proposed development will comply with the engineering requirements as specified in Council's document "Guidelines for Engineering Works for Subdivisions and Developments – Part 1 – Design" and "Guidelines for Engineering Works for Subdivisions and Development – Part 2 – Construction". These will be further refined at the issue of a construction certificate.
2.4 Erosion and Sediment Control	
Control Requirement	Comment
A1 Erosion and Sediment Control Plans	An Erosion and Sediment Control Plan accompanies the application and has been prepared that complies with Section 10 and Appendix 1 of Council's "Code of Practice for Soil Erosion and Sediment Control" and the Landcom document "Managing Urban Stormwater – Soils and Construction" (the Blue Book).
A2 Site Rehabilitation and Landscaping	The site will be appropriately landscaped after construction has finished and there will not be any large areas where runoff could cause erosion.
B1 Minimum Requirements for Erosion and Sediment Control	Erosion and sediment control will be in place prior to any construction activities commencing on the site.
C1 Implementation	It is expected that Council would make provision of a detailed Erosion and Sediment Control Plan a condition of consent to be completed prior to submission of a Construction Certificate.



Penrith Development Control Plan 2006	
2.6 Landscape	
Control Requirement	Comment
<p>In summary the objectives include:</p> <ul style="list-style-type: none"> <li>a. Implement Penrith Council's Vision Statement</li> <li>b. Promote landscape planning and design as part of a fully integrated approach to site development</li> <li>c. Quality landscapes associated with new developments that are consistent with industry best practice.</li> <li>d. Adopt the principles of Ecologically Sustainable Development (ESD).</li> <li>e. Retain and protect the long-term viability of remnant bushland, existing trees, canopy cover and landscape features.</li> <li>f. Complement the proposed built forms and minimize the impacts of scale, mass and bulk of the development on the existing area and surrounding streetscapes, viewsheds and neighbourhood amenity.</li> <li>g. Functional attributes such as privacy, shade and wind protection, which at the same time discourages the opportunity for crime and vandalism.</li> <li>h. Advise that Council will require quality landscape works for all relevant developments and that the landscaping must be maintained to a high standard for the life of that development.</li> </ul>	<p>A detailed Landscape Concept Plan accompanies this application.</p> <p>The plants that will be used in the landscaping will be varieties that require low levels of maintenance and are drought resistant to reduce water use within the development.</p> <p>The proposed landscaping is to complement the existing vegetation in the surrounding areas and along the river and open space areas.</p> <p>As required by Council, there is significant screen planting provided on the boundaries and to screen the rear parking area when viewed from the motorway.</p>
2.8 Significant Trees	
Control Requirement	Comment
<p>Council are developing a list of significant trees within the Council area. Trees can be listed as significant due to being endangered or being significant within the viewshed.</p>	<p>No trees on site.</p>
2.9 Waste Planning	

Penrith Development Control Plan 2006	
Control Requirement	Comment
Waste Management Plan to be submitted with Development Application.	Council require a Waste Management Plan to be submitted with Development Applications. The Waste Management Plan adopts the general principals of "Reduce, Reuse, Recycle, Dispose". A Waste Management Plan accompanies the application.
Communal Waste Storage Area	The development is proposed to have a communal waste storage area that is contained in a secured area at the rear of the building. The communal waste storage area will be accessed via the rear of the building with an access control system and will be appropriately lit, sealed and ventilated to prevent offensive odour build up and entry of vermin.
2.10 Flood Liable Land	
Control Requirement	Comment
Council will consider the type of development, including general location, structural adequacy, building materials and specific siting of buildings on each site, to assess the potential impact the development may have.	The proposed development is located on land that Council has identified as being liable to overland flow flooding from Peachtree Creek. There does not appear to be any mainstream flooding on the site. The application is accompanied with a flood report analysing the flooding and impacts on surrounding areas. The proposal will not compromise the flood storage of the site. All development will be above the 1 in 100 year flood level from the Nepean River. Further details are provided in Section 4.4 and Section 5.6.2 of the report.
2.11 Car Parking Requirements	
Control Requirement	Comment
Food and Drink Premises fits under restaurants which requires:  Car parking – 1 per 5.5m <sup>2</sup> of seating area or 1 per 4 seats, whichever greater plus 1 space per employee  Bicycle parking – 3% seating capacity and 3% staff	A detailed Parking and Traffic Impact Assessment has been provided with the application that addresses these issues.  The proposal provides for 161 car spaces, which is a deficit of 179 spaces. Further justification in relation to the parking is provided in detail below in Section 5.6.4.  Bicycle parking is provided for 28 bicycles – which is suitable for the proposal.
2.13 Tree Preservation	
Control Requirement	Comment
TPOs promote the replanting and good management of trees, whilst prohibiting the ring-barking, cutting down, topping, lopping, removing, injuring or wilful destruction of any trees having a height greater than three (3) metres, except with the written consent of Council.	No trees are required to be removed.

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

### **Variations Sought**

A variation is required to the required number of car parking spaces required for the proposal. The proposal requires a total of 340 car spaces but provides 161 spaces, this is a short fall of 179 spaces in accordance with the DCP provisions. A Parking and Traffic Impact Assessment accompanies the application and acknowledges that the proposal provides a significant shortfall. The report indicates that it is not desirable to provide the additional 173 spaces in a formalised manner as this would contribute to a large hard stand area and on an area that is subject to flooding.

There is sufficient room on the site to provide parking if required, however it is requested that any additional parking that Council requires as appropriate is provided in an informal manner further east of the proposed formalised car parking area. This could be provided in a more permeable material and be less visually intrusive for an area with scenic qualities. An extensive hard surface carpark for the development would detract from the visual enhancement the building and uses would provide.

It is also provided that the river and its associated open space and recreation areas attracts people to the area that would normally rely on the on street parking areas provided and that these people would also visit the premises. People also visit the area by walking and cycling further reducing the dependency on vehicles. There is bicycle parking provided for the proposal.

In consideration of the above, it is submitted that given the nature of the development, its scenic qualities and the area as an emerging strategic tourist destination that the variation to the parking is considered reasonable in this circumstance. Further details about the parking is found in Section 5.6.4.



## 5 Section 79C Assessment

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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

There are no known draft Environmental Planning Instruments applicable to the subject site.

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

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

Although not required to be considered in a statutory sense, it is important to note that draft DCP 2014 was adopted by council in March 2015. It has not taken effect at the time of this report. The provisions will remain largely unchanged with the exception of some additional chapters to cover key precincts. Chapter E13 of draft DCP 2014 applies to the Riverlink Precinct and consequently the subject site. For completeness and assessment of the proposal against the relevant sections of draft DCP is as follows:

Draft Penrith Development Control Plan 2014	
E13 Riverlink Precinct	
13.1.1 Landscape Structure	
Control Requirement	Comment
<p>1. General</p> <p>a) A long-term landscape concept plan must be provided for all landscaped areas including the deep soil landscape zone in accordance with the landscape design section of this DCP</p> <p>b) Remnant vegetation and riparian areas in the precinct are to be protected and enhanced where possible.</p> <p>c) Any significant stands of mature trees are to be assessed and where the health and vigour of the stand is demonstrated, are to be retained.</p> <p>d) Landscaping is to be integrated in the front setback of the development to provide an attractive outlook within buildings, an attractive edge to the footpath, and to screen and breakdown the apparent scale of large areas of façade.</p> <p>e) Where the setback area is a deep soil zone, clear-trunk canopy trees shall be planted whose mature height is no less than the height of the building.</p> <p>f) Where an established planting character exists, this is to be continued into adjacent new development sites.</p> <p>g) Native or indigenous plants that have lower water requirements are to be incorporated.</p> <p>h) Landscaping of balconies or roofs (vertical gardens/pots) should be provided to help visually minimise building mass and help soften the building. These areas should be designed for optimum conditions for plant growth by:</p> <p>i. Providing soil depth, soil volume and soil area appropriate to the size of the plants to be established;</p> <p>ii. Providing appropriate soil conditions and irrigation methods</p> <p>iii. Providing appropriate drainage.</p> <p>iv. The mix of plants in a planter, for example, where trees are planted in association with shrubs, groundcovers and grass.</p> <p>2. Street Design</p> <p>a) All streets are to provide verge planting in local streets and full width decorative paving in pedestrian areas with high activity.</p> <p>b) The street detailing, furniture, lighting and finishes are to be developed to respond to the specific character of the Precinct and are to complement the new urban design palette of Penrith City Centre.</p>	<p>A detailed Landscape Concept Plan accompanies this application.</p> <p>The plants that will be used in the landscaping will be varieties that require low levels of maintenance and are drought resistant to reduce water use within the development.</p> <p>The proposed landscaping is to complement the existing vegetation in the surrounding areas and along the river and open space areas.</p> <p>As required by Council, there is significant screen planting provided on the boundaries and to screen the rear parking area.</p>

13.2.1 Permeability	
Controls	Comment
<p>1. Through site links are to be provided as shown in Figure E13.3 with accessible paths of travel that are:</p> <ol style="list-style-type: none"> <li>A minimum width of 4m for its full length and clear of all obstructions including columns, stairs, etc.</li> <li>Direct and publicly accessible thoroughfares for pedestrians; and</li> <li>Open-air for its full length and have active frontages or a street address.</li> </ol> <p>2. Ensure new streets and through site links extend and reinforce the existing street and block pattern as shown in Figure E13.3.</p> <p>3. New through site links should be connected with existing and proposed through block lanes, shared zones, arcades and pedestrian ways and opposite other through site links.</p> <p>4. The redevelopment of sites with an extra area of 5 hectares or more are to include new streets, lanes and/or site links to ensure permeability and encourage public access throughout the site.</p> <p>5. Locate vehicular access and entries to parking on secondary streets or at the rear of buildings.</p> <p>6. Existing publicly and privately owned links are to be retained.</p> <p>7. Signage is to be located at the street entries indicating public access through the site as well as the street to which the link connects.</p>	<p>The proposal provides pedestrian paths and linkages to the Great River Walk. The proposal does not interfere or compromise the proposed Riverlink network proposed in Fig 13.3 of the DCP.</p> <p>The majority of the proposed parking is provided at the rear of the development.</p> <p>Signage will be provided at a later DA for the new tenancies.</p>
13.2.2 Pedestrian and Cycle Network	
Controls	Comment
<p>1. Paved Services are to be designed to delineate between different uses including pedestrian areas, car parking spaces and driveways.</p> <p>2. Signage is to be located at street entries including public access through the site as well as the street to which the link connects.</p>	<p>There are different materials proposed to delineate the different uses around the site. It is very clear what the vehicle and pedestrian spaces are.</p>
13.3 Built Form	
Controls	Comment
<p>1. Street setbacks are to be in accordance with those shown in Figure E13.5 Where an area is not identified in Figure E13.5 applicants should refer to other sections of this DCP for minimum setback requirements.</p> <p>2. Provide slender buildings aligned to the street or pedestrian walkways where possible.</p> <p>3. Minor projections into front building lines and setbacks for sun shading devices, entry awnings and cornices are permissible.</p> <p>4. Buildings must demonstrate that views to the blue mountains escarpment are maintained through the provision of technically accurate perspectives to the satisfaction of Council officers.</p>	<p>3m setback required. The proposal provides for a curved and varied setback for interest which range from 18m and greater. This is to be consistent with the existing Coffee Club setback.</p> <p>The proposed building is slender and will have direct pedestrian access.</p> <p>Given the low scale nature of the development and separation of the development into three buildings, the views through to the Blue Mountains escarpment is maintained.</p>



13.3.2 Active Street Frontages	
Controls	Comment
<ol style="list-style-type: none"> <li>1. Active ground level uses are to be located as shown in Figure E13.6.</li> <li>2. Entries to active frontage tenancies are to be accessible and at the same level as the adjacent footpath.</li> <li>3. Vehicular access points should not be located at the primary active frontages or adjacent to building entry points.</li> <li>4. Ground level uses at active frontage zones are to be located at or close to street level.</li> <li>5. Transparency and openings to the street are to be maximised and blank walls, fire exits and building services elements are to be minimised.</li> <li>6. Locate primary pedestrian entries to building on the street frontage.</li> <li>7. Design setback areas to provide interest and maximise opportunities for casual surveillance.</li> <li>8. Design openings, including main entries, to the street to activate the street and to provide passive surveillance and overlooking of the public domain.</li> <li>9. Development on High Street may be built to the street frontage to encourage active uses including restaurants and cafes.</li> </ol>	<p>The proposal is identified in Fig 13.6 as requiring active street frontage. This is provided in the proposal. There are glazed windows, outdoor dining and pedestrian paths, as well as grassed areas at the front of the development where people could informally sit. It is a very active frontage.</p>

13.4.3 Tourism and Recreation Precinct	
Controls	Comment
<p>1. Facilitate access and areas for casual spectator vantage points for river based events</p> <p>2. Facilities for water related uses should be provided at major points along the River such as pontoons, wharf structures, boardwalks and viewing decks.</p> <p>3. Improved vehicle circulation and parking should be provided, including trailer parking near boat launch areas.</p> <p>4. Improvements to the public domain are to be implemented such as street lighting and continuous street planning.</p> <p>5. Vehicular access points and entries to parking areas are to be located on secondary streets or at the rear of buildings.</p> <p>6. Landmark and gateway intersections are to be reinforced with buildings as shown in Figure E13.10 and are to demonstrate architectural excellence in the following areas:</p> <ul style="list-style-type: none"> <li>a) How the building reinforces and enhances significant vistas and view corridor</li> <li>b) How the building will enliven the public domain it adjoins.</li> </ul> <p>7. Materials are to be selected for durability and quality. In general painted surfaces are not appropriate especially at street 'level'.</p> <p>8. Particular attention is to be paid to detailing of materials.</p> <p>9. Balconies and terraces should be provided, particularly where buildings overlook parks and on low rise parts of buildings. Gardens on the top of setback areas of buildings are encouraged.</p> <p>10. Facades are to be articulated so that they address the street and add visual interest.</p> <p>11. To assist articulation and visual interest, large expanses of any single material are to be avoided.</p> <p>12. External walls should be clad with high quality and durable materials and finishes.</p> <p>13. Adjoining buildings (particularly heritage buildings) are to be considered in the design of new buildings in terms of :</p> <ul style="list-style-type: none"> <li>a) Datum of main façade and roof elements,</li> <li>b) Appropriate materials and finishes selection,</li> <li>c) Façade proportions including horizontal or vertical emphasis.</li> </ul> <p>14. Buildings are to be simple, elegant and well proportioned.</p> <p>15. Environmental and sustainable initiatives are to be incorporated into new buildings.</p>	<p>The site has many areas for views across the site towards Tench Reserve to feel part of and connected to river based events.</p> <p>Parking is provided at the rear of the building.</p> <p>The proposal does not compromise desired connection lines identified on Fig13.10.</p> <p>Material and finishes are provided in the accompanying architectural plans and considered appropriate.</p> <p>A small balcony is provided for proposed tenancy 9 to overlook Tench Reserve.</p> <p>The proposed building is considered to contemporary, elegant and suitable for the site and surrounding area.</p>

## 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

No trees require removal. The proposal will not impact on any flora and fauna.

### 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. A wetland is proposed at the rear of the development to manage the stormwater on site in the context of the new development and its construction on a flood plain.

A flood report accompanies the application and provides that all new buildings are proposed to be constructed with finish floor levels at or above 28.8m AHD, providing a minimum 500mm freeboard to the 1 in 100 year flood event as required by Council policies. It is also noted that there is a footpath at the north western corner of the site which is at or slightly above the 1 in 100 ARI mainstream Nepean River flood level. Egress from the site will be directed to this point providing patrons with safe access to a public point, if required. They also may remain in the building at peak flood times as such peak flood periods would be only expected to last a short period. It is considered that the proposed development is considered to be an itinerant use and although the site is isolated during flood periods it is expected that during heavy rainfall or flood events, people typically would not participate in recreational or tourist activities, minimising the number of people visiting the site during these times.

The proposed development will not significantly impact the stormwater management on the site or the flood storage.

### 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

A Parking and Traffic Impact Assessment has been prepared addressing car parking requirements and a traffic impact assessment.

The site is access by a suitable local road network that ultimately connects to Mulgoa Road a State road. The additional traffic expected from the proposal is considered reasonable given the current and emerging tourist attraction of the area.

The proposal provides 161 car parking spaces which is a shortfall of 179 spaces to what is required by Councils DCP. A variation request is provided and outlined above in Section 4.5 and considered reasonable in the circumstances of this proposal.

The parking and traffic impact assessment (Appendix C) concludes that:

- *Whilst the proposed formalised off-street parking provision represents a shortfall with respect to Council's relevant DCP requirements for restaurant uses, there is adequate overflow capacity to accommodate Council's parking requirements in an informal manner within the south-eastern portion of the site;*
- *The proposed access arrangements, internal circulation and manoeuvring arrangements are capable of providing for safe and efficient vehicular movements during peak times;*
- *The surrounding road network operates with a good level of service during peak periods;*
- *The subject development has been projected to generate in the order of 113 additional peak hour vehicle trips to and from the subject site; and*
- *It is considered that the adjoining road network is capable of accommodating the additional traffic projected to be generated by the subject development.*

An assessment against the planning provisions in relation to access, parking and traffic have concluded that no unacceptable impacts are expected as a result of the proposal and any variation as it relates to the parking is reasonable in the circumstances of the proposal.

#### 5.6.5 Noise Impacts

An Operational Noise Impact Statement has been prepared addressing predicted noise levels associated with the operation of the proposal including traffic. The Assessment concludes that:

*This assessment has been carried out in accordance with NSW EPA Industrial Noise Policy and this report is to form part of a Development Application for the site to Penrith City Council. A noise impact assessment has been conducted in relation to the proposed restaurant and café precinct operations specifically noise impacts from the patrons talking, background music and car park vehicle movement.*

*An assessment of the road traffic noise impact from additional road traffic generated by the proposed precinct has also been conducted. The assessment based on peak hour traffic volumes has determine that road traffic noise impacts from additional traffic on existing receivers generated by the proposed development will potentially satisfy the RNP criteria*

*Based on the above assessment of worst case scenario, RSA deems the project site to be suitable for operation, provided that the noise control measures recommended in Section 8 of this report are implemented*

The noise control measures proposed as outlined in Section 8 of the report include:

*Based on the predicted operational noise impacts exceedances (refer Table 6-6) the following noise management and control measures are recommended to ensure that the precinct operates in compliant manner:*

- *The hours of operation of the proposed restaurant and café precinct be restricted to between 7:00 am and 10:00 pm. The operator of the precinct should also ensure that the car park only operates during the above specified time period.*
- *An electronic frequency dependant limiting device should be installed to the sound system to ensure that the amplified background music is set to the limit the background music to the levels set out Table 8-1 below. Ensure that speakers are arranged to face into the precinct and should not be facing out towards any resident.*

The above recommendations are suitable to include as conditions of consent. Given the area is evolving to a tourist destination the conclusions and recommendations are suitable in relation to the proposal.

### 5.6.6 Heritage Issues

There are no heritage items on the subject property however the rowing course along the Nepean River, a listed heritage item, is in the vicinity of the site. It is considered that the proposed development is setback significantly from this heritage item and has minimal direction visual connections from the actual water. In this regard, the proposal does not impact on the significance of this heritage item. It is provided that the development will attract people to the river which will contribute to people celebrating and acknowledging the importance of the river. Visibility of the site from various vantage points around the river is found below in Section 5.6.7.

### 5.6.7 Visual Impact

The proposed development is designed with a high level of architectural merit that exceeds that of nearby and adjoining properties. It is considered that the proposal does not compromise the existing character of the area, in fact it positively contributes to it and sets the benchmark for the future planning direction of this area.

A portion of the property has scenic and landscape values over it as shown below.



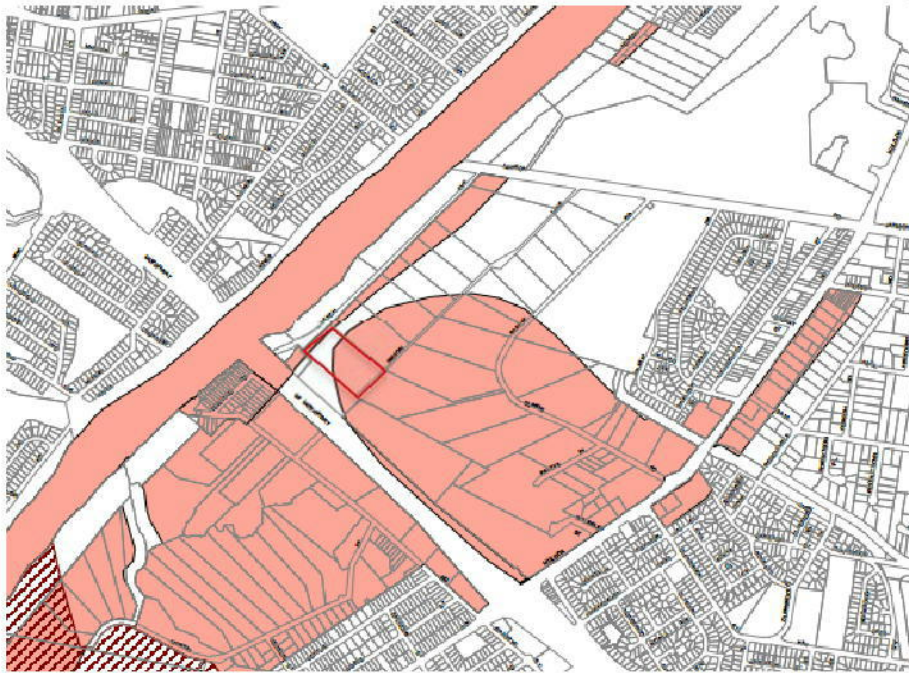


Figure 12: Scenic and Landscape Values Map

It is considered that the proposal has been designed in such a way that it will have minimal visual impact from major roads such as the motorway or public spaces along the river.

The proposal will not be highly visible from vantage points around the river, it has a sleek design and contributes positively to the landscape. The site will have minimal visibility from different points around the river due to the existing and significant vegetation located along the river and in the open space and recreational areas. Due to the topography and the nature of the vegetation and recreational areas the development is screened appropriately and in character with the emerging character of the area.

Below is some photographs of the sections around the river that has the most view of the subject property, all other view lines are obscured by vegetation.



A



B



C



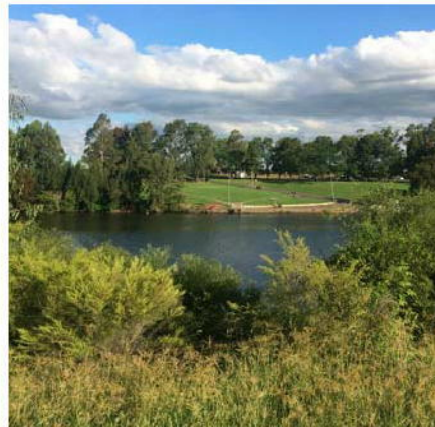
D



E



F



G





Figure 13: View points around the river

#### 5.6.8 Services

The site is appropriately serviced to allow for the proposed development. Any augmentation required will be confirmed with the appropriate service provider.

#### 5.6.9 Social and Economic

Positive social impacts will arise as a result of this development due to the community seeing this as the future direction of this area. This was reflected in Council's community surveys and ultimately in the Community Plan. The proposal will contribute to the emerging social connections in around the river.

There are no negative economic impacts expected as a result of the proposal, it is considered that this may attract people from outside the catchment area as an alternative destination for recreation, which will have positive flow on effects economically for the area.

#### 5.6.10 Crime Prevention Through Environmental Design (CPTED)

The consideration of CPTED issues has been prepared having regard to various published CPTED literature and academic works, and specifically includes the "*Crime Prevention and Assessment of Development Application Guidelines under Section 79C of the Environmental Planning and Assessment Act 1979*" published by the former Department of Urban Affairs and Planning.



The advice is structured in accordance with Part B of the above guidelines – *Principles for Minimising Crime Risk*. In this regard, the advice considers the responsiveness of the proposed design to each of the adopted four principles for CPTED (surveillance; access control; territorial reinforcement and space management).

CPTED principles have been adopted by the NSW Police Force, based on recognition that the design of spaces plays a pivotal role in facilitating the safety and security of its users. The NSW Police Force has identified key principles of CPTED being:

- Establish opportunities for **good surveillance**, both casually and technically.
- Provide legible barriers for **access control** for spatial definition.
- Create a sense of ownership over spaces that are also clearly demarcated between public and private ownership for **territorial reinforcement**.
- Establish spaces that are utilised appropriately through **proper space management**, relating to litter and graffiti removal, and ensuring lighting fixtures are working.

When implemented, these measures are likely to reduce opportunities for crime by using design and place management principles.

### **Surveillance**

The proposed development will provide numerous opportunities for surveillance. The following casual surveillance opportunities have been provided through the design of the project:

- Opportunities for visual observance through a high percent of transparent glazing along all frontages allow normal space users to see and be seen by others.
- Entry to tenancies and piazza area are located in highly visible locations and are seen from the carpark at the rear and front.
- Active piazza area is situated central to the development with visibility from the street, parking areas and tenancies.
- There are clear visual pathways from parking areas as well as from public streets and public spaces to tenancy entrances.
- Areas of entrapment are limited due to multiple exit points from around the development. The building is predominately single level, set in open spacious areas with opportunities for pedestrian activity in, through and around the development.



### ***Access Control***

Access control to public, semi public and private areas of the development is considered to be well managed and effective. Access control to the building can be effectively managed through lockable entry doors. Common areas at all locations and levels should have access control measure in place.

Overall access to the building will be managed by the on-site manager/tenancy owner/operators.

### ***Territorial Reinforcement***

Clear separation exists between public and private space in terms of the relationship between the proposal and the public domain. Appropriate signage, landscaping, site furnishings and paving will provide good environmental cues about the transition or movement from public to private domain.

### ***Space Management***

For most modern developments, space management is increasingly carried out in a professional manner, often by third party specialist building management businesses. Therefore, the effectiveness of management systems such as light globe replacement, removing graffiti, and fixing broken site furnishings will influence the perceived level of care of the project. In this case, the on-site manager or tenancy owner/operator will ensure that processes are established to respond to and fix services and structures and under whose responsibilities these services are assigned.

Site cleanliness is also a factor that influences the perceived and actual level of care of an area.

Cleanliness of the project is dependent upon the management practices of individual tenants as well as the implementation of waste removal and street cleaning processes. This will be overseen by the body corporate or tenancy operator/owner. The selection of lighting should also be vandal proof, and materials facilitate ease of maintenance in the long-term, to delay the appearance of decay.

### **5.6.11 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 the proposal.

A Waste Management Plan accompanies the application in relation to construction. Management of waste from individual tenancies will be carried out and addressed at the time of the development application for the uses.

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

The proposal is permissible in the zone and is generally consistent with the planning controls that apply in the zone. Moreover, the objectives of the zone have been satisfied, ensuring that the advancement of development is consistent with Council's planning direction and would not result in any unacceptable impact on any adjoining landowners or buildings.

The site of the proposed development is considered suitable for a number of reasons including: -

- The proposal aligns with Council's strategic direction for the area.
- The site is well located in regards to its proximity and location along the Great River Walk and in the context of the Our River Masterplan.
- The proposal contributes to the activation of the river and the connection of the community to the river.
- The proposal has minimal impacts on the surrounding area.
- The proposed development is of a scale that would be compatible with the existing area while it transitions to a tourist area
- The proposal is consistent with the provisions of the applicable planning instruments.

For the reasons above, and in this report, the site is considered suitable for this development proposal.

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

Council will undertake a notification process in accordance with its controls and policies. 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.

Also, the proposal aligns with the strategic direction of the area which is in response to community wants and needs for the river and land adjoining the river.

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

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>	<p>The provisions in the DCP do not significantly impact on those within the LEP. The variation to the parking as applied in the DCP is considered reasonable in the context of the proposal.</p>
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 impacts on the locality, it will make a positive contribute to the area and set the benchmark for future development that aligns with Council's strategic direction and the community's desire to activate the river and provide alfresco dining opportunities.

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

Accordingly it is recommended that the proposed development of a café and restaurant precinct at 78-88 Tench Avenue, Jamisontown be approved.

# Appendix A

## Architectural Plans



DEVELOPMENT INFORMATION		
	Existing	Proposed
Site Area		31884 m <sup>2</sup>
Gross Floor Area (GFA)		2726.70 m <sup>2</sup>
Floor Space Ratio (FSR)		8.59 : 1



Context Plan (True North)  
1 : 5000



VIS - View A



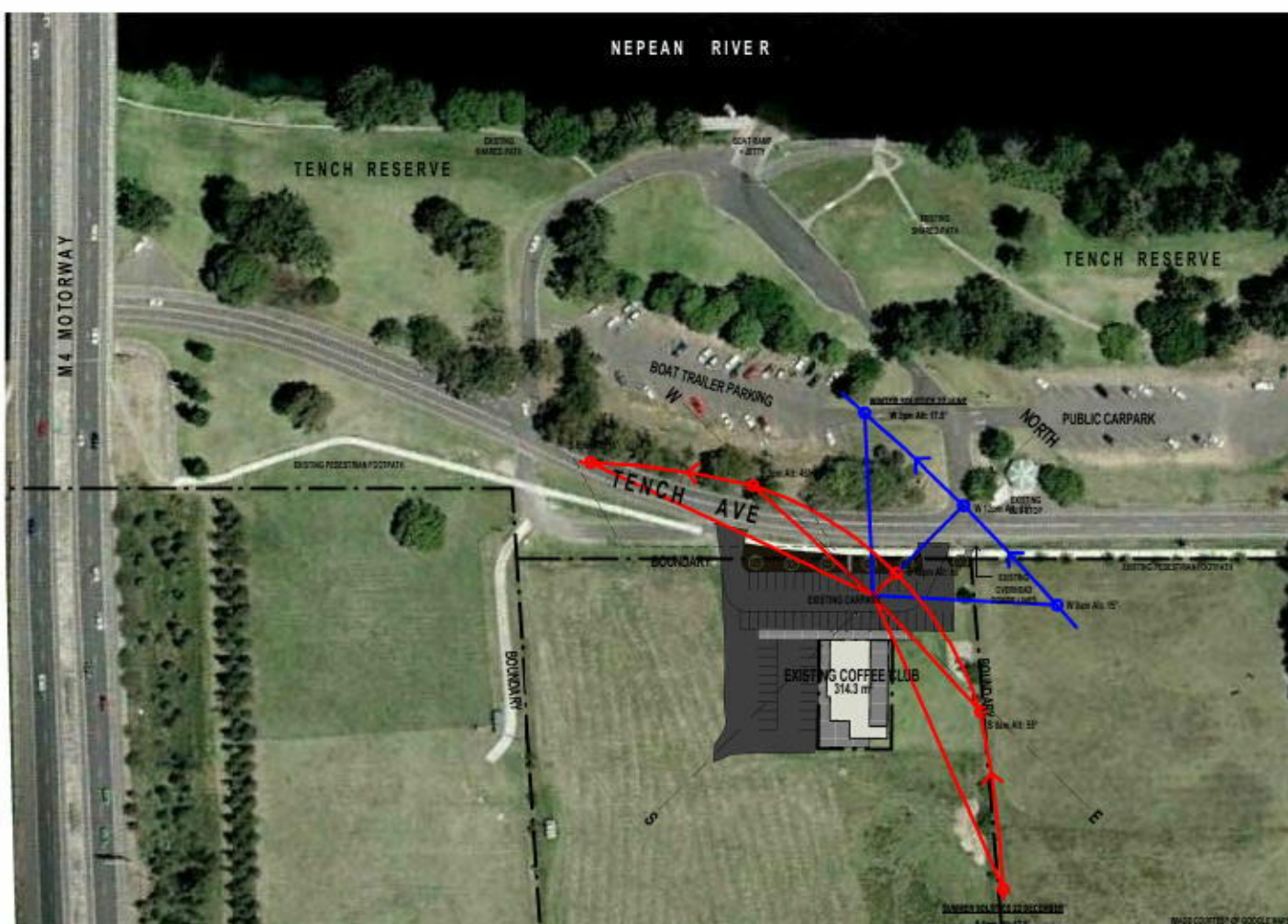
VIS - View B



VIS - View C





VIS - View D



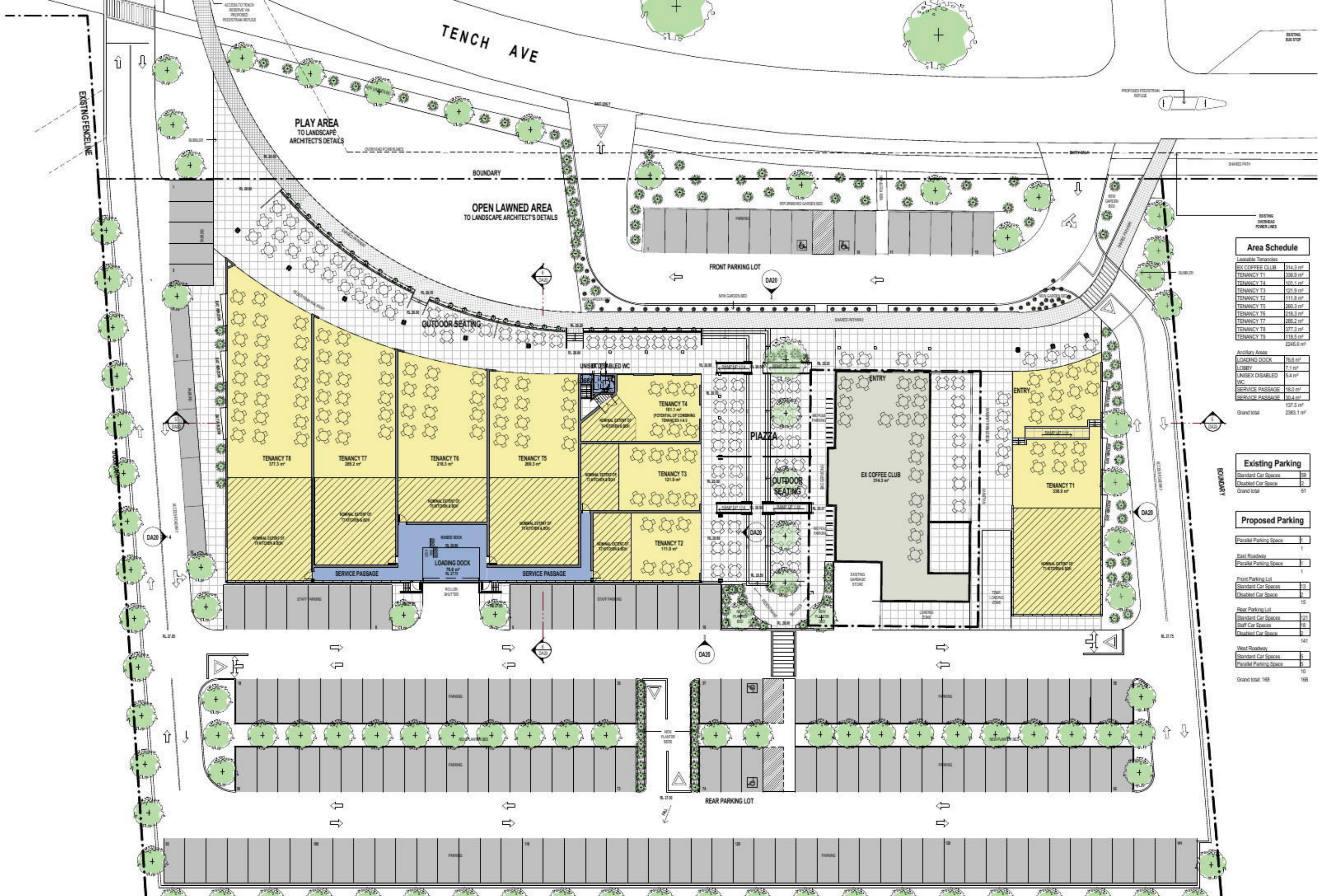
Existing Site Plan & Analysis  
1 : 1000



Proposed Site Plan & Visual Impact Study (VIS)  
1 : 1000

ISSUE	DATE	AMENDMENT		PROJECT PROPOSED RECREATION AND TOURISM PRECINCT	ADDRESS LOT 3, CP 30354, TENCH AVE, PENRITH, NSW	CLIENT STIMSON & BAKER		SHEET SIZE: A1 SCALE: DATE: As Indicated WAP: 2015	SHEET NAME SITE CONTEXT + ANALYSIS PLANS	DRAWING NUMBER DA01 7P
TP	27-02-2015	FOR REVIEW								
CP	20-09-2014	FOR CO-ORDINATION								
SP	18-09-2014	FOR CO-ORDINATION								
AP	12-09-2014	FOR TRAFFIC REVIEW								





#### Area Schedule

Leasable Tenancies	
EX COFFEE CLUB	214.3 m <sup>2</sup>
TENANCY T1	336.9 m <sup>2</sup>
TENANCY T4	101.1 m <sup>2</sup>
TENANCY T2	121.9 m <sup>2</sup>
TENANCY T5	111.8 m <sup>2</sup>
TENANCY T6	260.3 m <sup>2</sup>
TENANCY T3	218.3 m <sup>2</sup>
TENANCY T7	265.2 m <sup>2</sup>
TENANCY T8	377.3 m <sup>2</sup>
TENANCY T9	118.5 m <sup>2</sup>
<b>Grand total</b>	<b>2246.6 m<sup>2</sup></b>

Ancillary Areas	
LOADING DOCK	76.6 m <sup>2</sup>
LOBBY	7.1 m <sup>2</sup>
UNISEX DISABLED WC	5.4 m <sup>2</sup>
SERVICE PASSAGE	18.0 m <sup>2</sup>
SERVICE PASSAGE	30.4 m <sup>2</sup>
<b>Grand total</b>	<b>137.5 m<sup>2</sup></b>

#### Existing Parking

Standard Car Spaces	56
Disabled Car Space	2
<b>Grand total</b>	<b>58</b>

#### Proposed Parking






Parallel Parking Space	1
East Roadway	1
Parallel Parking Space	1
Front Parking Lot	13
Standard Car Spaces	13
Disabled Car Space	2
Rear Parking Lot	121
Standard Car Spaces	121
Staff Car Spaces	18
Disabled Car Space	2
West Roadway	5
Standard Car Spaces	5
Parallel Parking Space	10
<b>Grand total</b>	<b>168</b>









PC01		- PAINTED PRECAST/OFF-FORM CONCRETE/ FIBRE CEMENT SHEET 'Dulux - White Duck Half'
PC02		- PAINTED PRECAST/OFF-FORM CONCRETE/ FIBRE CEMENT SHEET 'DULUX MARAIS'
PC03		- PAINTED PRECAST/OFF-FORM CONCRETE/ FIBRE CEMENT SHEET 'Dulux - Gummetal Boige'
MS01		- PRE-FINISHED COMPOSITE PANEL SOFFIT/ BARGE CAPPING 'Alucabond - White 16 or similar'
MS02		- APPLIED METALLIC FINISH TO PRECAST/OFF-FORM CONCRETE/FIBRE CEMENT SHEET 'Nowkac - Weathered Metallic Finish or similar'
TB01		- TIMBER BATTENS SCREENS/SOFFT
MR01		- METALDECK ROOF SHEETING LYSAGHT KLIP LOCK 'Colorbond - Surfmist'
NBL1		- METAL BALUSTRADES STAINLESS STEEL
GBL1		- GLASS BALUSTRADE
GL01		- CLEAR SHOPFRONT GLAZING

ISSUE	DATE	AMENDMENT
4P	02-03-2015	FOR REVIEW
3P	27-02-2015	FOR REVIEW
2P	18-08-2014	FOR CO-ORDINATION
1	14-08-2014	FOR REVIEW

LEGEND

SCALE RANK



PROJECT  
**PROPOSED RECREATION AND TOURISM PRECINCT**

ADDRESS  
LOT 3, DP 30354, TENCH AVE, PENRITH, NSW

CLIENT  
STIMSON & BAKER

**MORSO GROUP**

NOMINATED ARCHITECT - P F MORISON  
REGISTRATION NUMBER 6100  
ACN 159 480 054, ABN 41 159 480 054  
www.morisongroup.com  
(02) 9380 4946  
PO Box 170, Potts Point, NSW 1533

SHEET SIZE: A1  
SCALE DATE  
As indicated MAR 2015

SHE  
NAM

## ELEVATIONS + SECTIONS

DRAWING NUMBER

**DA20**  
**4P**





3D View 3



3D View 4



3D View 2

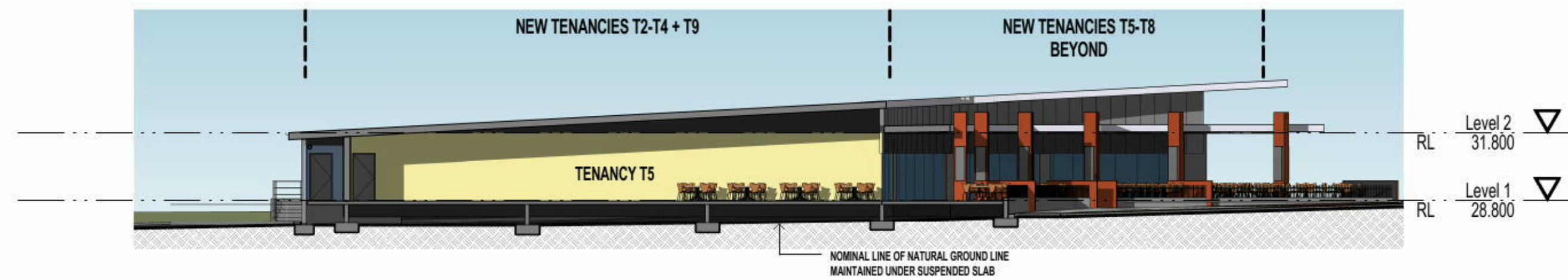


3D View 1

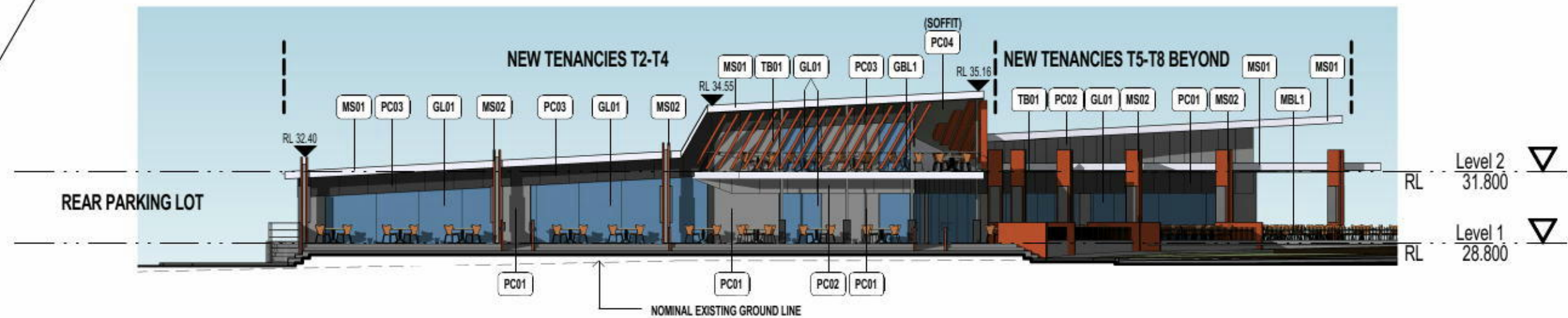




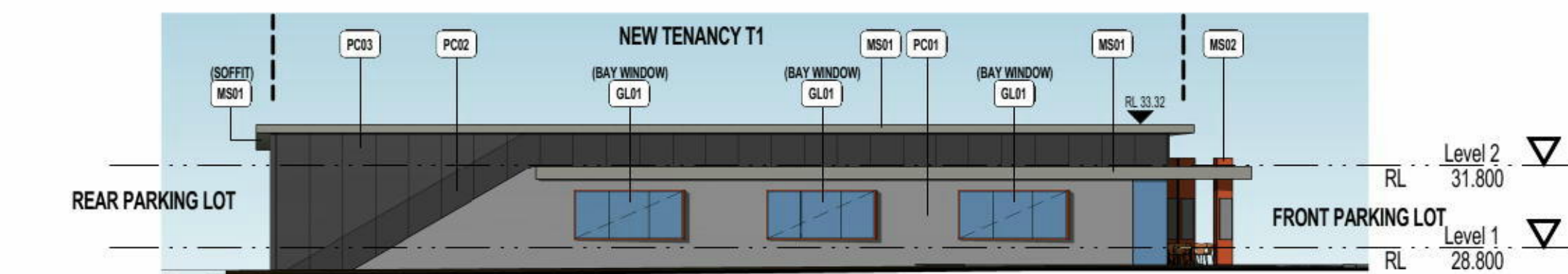
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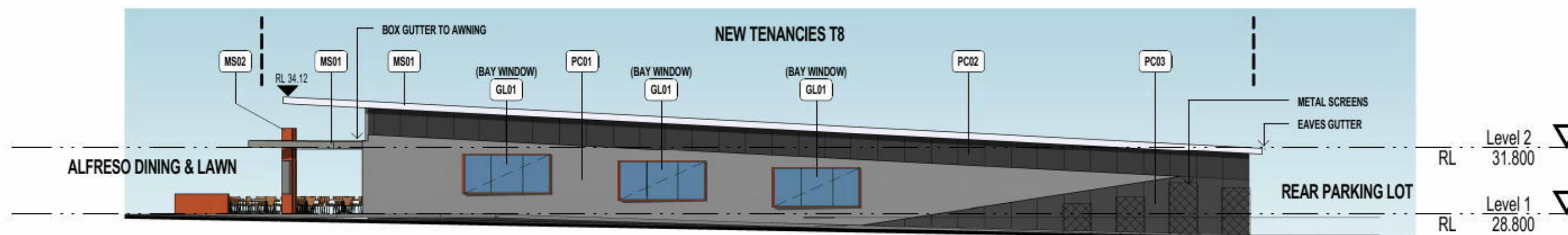
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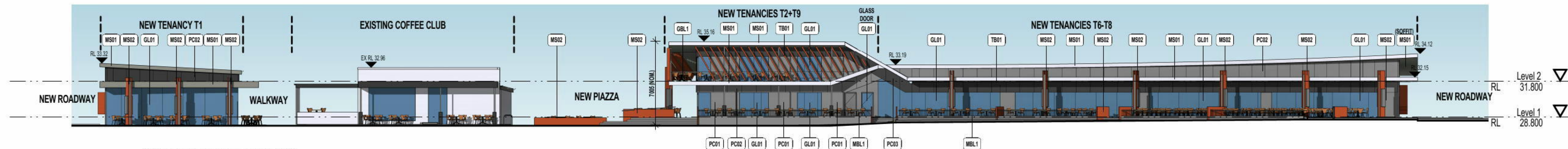
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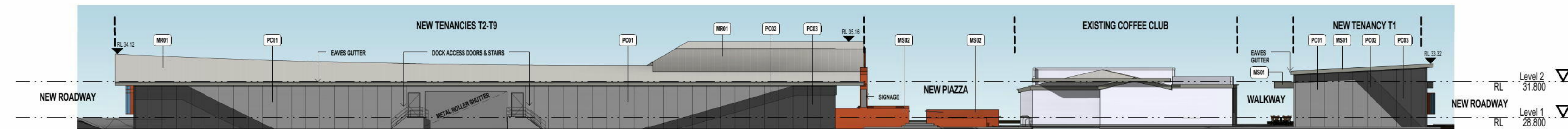
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1 : 200



SOUTH-WEST ELEVATION  
1 : 200



NORTH-WEST ELEVATION  
1 : 200



SOUTH-EAST ELEVATION  
1 : 200

EXTERNAL FINISHES LEGEND

- PC01 - PAINTED PRECAST/OFF-FORM CONCRETE/ FIBRE CEMENT SHEET 'Dulux - White Duck Half'
- PC02 - PAINTED PRECAST/OFF-FORM CONCRETE/ FIBRE CEMENT SHEET 'DULUX MARAIS'
- PC03 - PAINTED PRECAST/OFF-FORM CONCRETE/ FIBRE CEMENT SHEET 'Dulux - Gunmetal Beige'
- MS01 - PRE-FINISHED COMPOSITE PANEL SOFFIT/ BARGE CAPPING 'Alucabond - White 18 or similar'
- MS02 - APPLIED METALIC FINISH TO PRECAST/OFF-FORM CONCRETE/FIBRE CEMENT SHEET 'Nawkan - Weathered Metallic Finish or similar'
- TB01 - TIMBER BATTENS SCREEN/SOFFIT
- MR01 - METALDECK ROOF SHEETING LYSAGHT KLIP LOCK 'Colorbond - Surfmat'
- MBL1 - METAL BALLUSTRADES STAINLESS STEEL
- GBL1 - GLASS BALLUSTRADE
- GL01 - CLEAR SHOPFRONT GLAZING

ISSUE	DATE	AMENDMENT
4P	02-03-2015	FOR REVIEW
3P	27-02-2015	FOR REVIEW
2P	18-08-2014	FOR CO-ORDINATION
1	14-08-2014	FOR REVIEW

LEGEND

SCALE BAR



PROJECT  
PROPOSED RECREATION AND TOURISM PRECINCT  
ADDRESS  
LOT 3, DP 30354, TENCH AVE, PENRITH, NSW

CLIENT  
STIMSON & BAKER

MORSON GROUP

UNREGISTERED ARCHITECT - P & P MORSON  
REGISTERED ARCHITECT - P & P MORSON  
ARCHITECTS  
2015-2020  
2015-2020  
2015-2020

SHEET SIZE: A1  
SCALE: As Indicated  
DATE: MAR 2015

SHEET NAME  
ELEVATIONS + SECTIONS

DRAWING NUMBER  
DA20  
4P  
ISSUE NO.



## Appendix B

# Landscape Plan







## Appendix C

# Parking and Traffic Assessment

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STANBURY  
ASSOCIATES**

ABN: 79 943 737 368

**PARKING & TRAFFIC IMPACT ASSESSMENT  
PROPOSED RESTAURANT PRECINCT  
78 – 88 TENCH AVENUE  
JAMISONTOWN**

**Ref: 14-086**

**MARCH 2015**

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## APPENDICES

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## 1. INTRODUCTION

The Practice of Thompson Stanbury Associates has been commissioned by C. & S. Sentas to prepare a Parking & Traffic Impact Assessment accompanying a Development Application (DA) lodged with Penrith City Council. The subject DA proposes the expansion of an existing restaurant development located at 78 – 88 Tench Avenue, Jamisontown (hereafter referred to as the 'subject site') to accommodate an additional nine restaurant tenancies.

The purpose of this report is to assess and document the likely parking and traffic implications of the proposed development and to recommend appropriate remedial measures where required. Specifically, this report:

- Assesses the adequacy, or otherwise, of the proposed off-street parking provision having regard to the rates specified by Penrith City Council;
- Assesses the suitability of the proposed vehicular, pedestrian and cyclist access arrangements based on standards specified by the Australian Standards;
- Assesses the proposed parking layout with respect to internal circulation and vehicle manoeuvrability;
- Reviews the existing traffic conditions within the vicinity of the site, including traffic volumes, traffic efficiency and general traffic safety; and
- Determines the expected traffic generation from the proposed development based on Roads and Maritime generation rates, and assesses the impact of the net increase in traffic on the surrounding road network.

Throughout this report, reference is made to the following documents:

- The Roads and Maritime Services' *Guide to Traffic Generating Developments*;
- Australian Standard *Parking Facilities Part 1: Off-Street Parking* (AS 2890.1-2004), *Part 2: Off-Street Commercial Vehicle Facilities* (AS2890.2-2002), *Part 3: Bicycle Parking Facilities* (AS2890.3-1993) and *Part 6: Off-Street Parking for People with Disabilities* (AS2890.6-2009); and
- Penrith City Council's *Development Control Plan 2010* (DCP 2010).

This report has been prepared pursuant to State Environmental Planning Policy (Infrastructure) 2007.

The report should be read in conjunction with architectural plans prepared by Morson Group Pty. Ltd., reduced copies of which are contained within **Appendix 1**.



## **2. SITE DETAILS**

### **2.1 Site Location**

The subject site is situated on the south-eastern side of Tench Avenue, approximately 130m to the north-east of M4 Motorway, Jamisontown. This location is illustrated in the neighbourhood context as **Figure 1** overleaf, being an extract of UBDs *Australian City Streets*, Version 4.

### **2.2 Site Description**

The subject site provides a real property description of Lot 3 DP 30354 and a street address of 78 – 88 Tench Avenue, Jamisontown. The site predominantly forms a rectangular shaped parcel of land providing an approximate frontage to Tench Avenue of 130m. The site extends to the south-east away from Tench Avenue some 260m, thereby providing a total area in the order of 3.4 hectares.

### **2.3 Existing Uses**

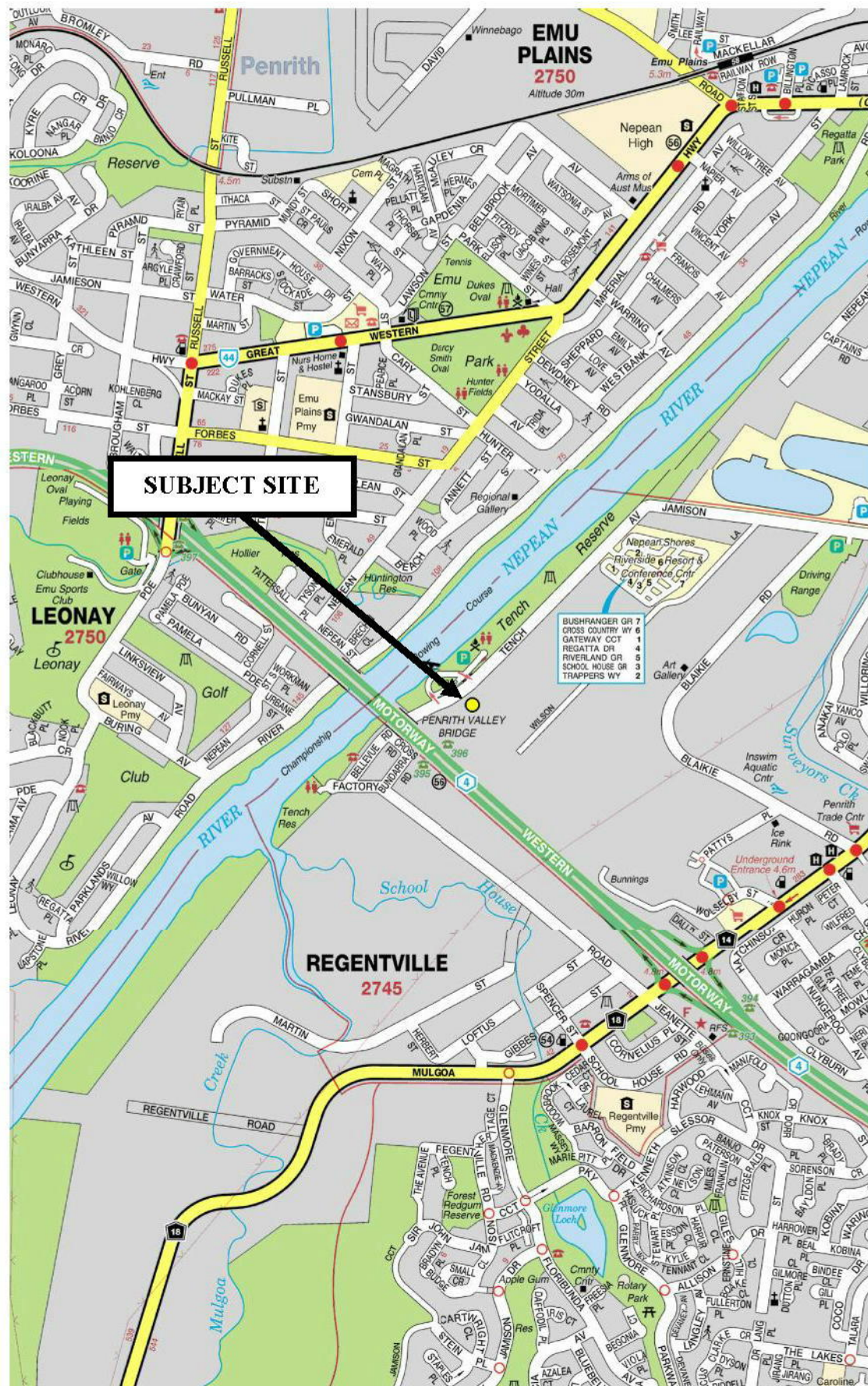
A Coffee Club restaurant building is currently located within the northern portion of the site, providing a leasable floor area of 480m<sup>2</sup>. This restaurant provides an existing seating area of 316m<sup>2</sup>, accommodating 76 internal and 44 external seats.

The existing Coffee Club restaurant is serviced by an internal car parking area containing 61 passenger vehicle parking spaces, connecting with Tench Avenue via two separate ingress and egress driveways. The existing egress driveway provides connectivity to a service road which runs parallel to Tench Avenue, which also currently serves as an informal parking area.

### **2.4 Surrounding Uses**

The site is adjoined to the south-west, south-east and north-east by rural residential parcels of land.

Tench Reserve, accommodating a series of recreation facilities, is located to the north-west, on the opposite side of Tench Avenue, abutting Nepean River.

**FIGURE 1 – SITE LOCATION**

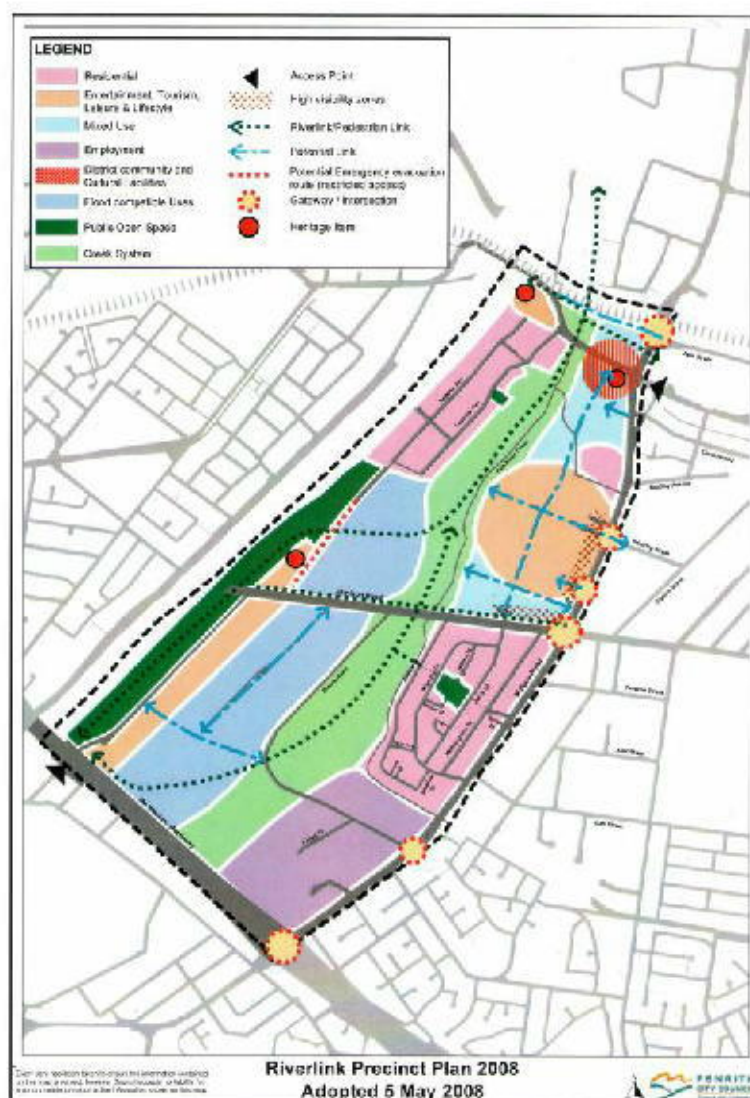


### 3. STRATEGIC CONTEXT

The Nepean River was critical to the development of Penrith as a major centre in Western Sydney. However, as modes of transport changed over time through the twentieth century, the River became less important for the ongoing operation of Penrith. The River now accommodates a range of recreational activities and Tench Reserve forms an important connection point between land and river, accommodating a boat ramp, picnic, BBQ and parkland areas, being serviced by Tench Avenue.

Penrith City Council adopted the Riverlink Precinct Plan 2008 on 5 May 2008 which captured land located between Nepean River to the west, M4 Motorway to the south, Mulgoa Road to the east and the Western Railway Line to the north. This Plan formulated a Precinct based on a mix of activity nodes, whereby a diverse range of land uses and services are provided throughout. The Plan, illustrated by **Figure 2** below, incorporated a substantial entertainment and leisure-based focus, including entertainment facilities to attract visitors from an extensive catchment as well as servicing the local community.

**FIGURE 2 – RIVERLINK PRECINCT PLAN 2008**



The Plan involved the provision of entertainment, tourism, leisure and lifestyle uses within land abutting Tench Avenue to the east, thereby activating Tench Reserve. It also included a potential road link between Tench Avenue and Blaikie Road to improve connectivity between Tench Reserve and Mulgoa Road.

Penrith City Council subsequently engaged Clouston Associates to prepare the 'Our River' Nepean River Master Plan in November 2013. The purpose of the Master Plan was to reinforce the connection between the River and the community. The Master Plan identified that the success of the existing Coffee Club within the site suggests opportunities for more cafes / restaurants along the foreshore. It however stated the following constraints within the subject vicinity:

- Vehicle access and parking is often poorly arranged in Tench Reserve identifying that there is a need for a more strategic approach to parking along the foreshore;
- The bridge to bridge path loop for pedestrians and cyclists is not complete and the bridge crossings are either unsafe or have poor amenity;
- Many of the paths along the foreshore are discontinuous and of differing dimensions, design and safety; and
- Local access to the foreshore is principally by car with few safe pedestrian / bicycle path links from adjoining neighbourhoods.

In the vicinity of the subject site, the Master Plan aimed to expand Tench Reserve into a recreation and tourist precinct, improving circulation and parking and reducing user conflicts. Proposals within the Master Plan included the possible new road connection between Tench Avenue and Blaikie Road, the proposed expansion of tourism / recreation facilities with car parking, upgrading of the existing boat ramp and launch / wash down and the provision of additional off-street car parking.

**Figure 3** overleaf provides an extract of the Master Plan for comprising the precinct immediately surrounding the subject site.

Since the preparation of the Master Plan, the recent gazettal of the Penrith Local Environmental Plan 2010 Amendment No. 4 has rezoned the subject site from Rural 1(A1) to Tourist SP3 thereby identifying the precinct as a tourist and recreation precinct. The subject proposal involves the expansion of the existing Coffee Club development to comprise additional restaurant tenancies consistent with Penrith LEP 2010 Amendment No. 4 and the abovementioned previous strategic documents.



**FIGURE 3 – EXTRACT OF ‘OUR RIVER’ MASTER PLAN**

### CONCEPT MASTERPLAN - SOUTHERN CURTILAGE AND TENCH RESERVE

#### LEGEND

- |  |   |
|--|---|
|  | <b>Our Accessible River</b>   |
|  | Improve the ability to get to the river   |
|  | Provide a range of continuous pathway loops   |
|  | Create a strong sense of arrival  |
|  | Connect to the city   |
|  | <b>Our Active River</b>   |
|  | Provide a range of facilities and attractions   |
|  | <b>Our Cultural River</b>   |
|  | Enhance views and vistas to and from the river  |
|  | <b>Our Healthy River</b>  |
|  | Reinforce native vegetation link from river through creeks and streets                        |
|  | Provide filtered views through to the river and open views at street ends                     |
|  | <b>Our Managed River</b>  |
|  | Manage and maintain the bank's water edge infrastructure                                      |
|  | Manage and maintain water course for water levels and quality                                 |
|  | Pedestrian and bicycle pathways   |
|  | Water edge access point   |
|  | River tour platform/jetty   |
|  | Upgrade existing boat ramp and launch / wash down area, new car parking for cars and trailers |
|  | Upgrade and formalize parking under and next to motor way                                     |
|  | Pedestrian bridge slung under motorway  |
|  | Upgraded parking under and next to motorway   |
|  | Non powered vessel access (Kayaks) with launch 'pool' and buoys on river edge                 |
|  | Upgrade car parking and toilet  |

#### 4. PROPOSED DEVELOPMENT

##### 4.1 Built Form

The subject application seeks Council approval for expansion of the existing Coffee Club restaurant development to provide an additional nine restaurant tenancies within two additional buildings.

**Table 1** below provides a summary existing and proposed tenancy floor areas and seating arrangements.

TABLE 1 PROPOSED RESTAURANT TENANCY FLOOR AREA AND SEATING ARRANGEMENTS						
Tenancy	Number of Seats			Gross Floor Area (m <sup>2</sup> )	Leasable Floor Area (m <sup>2</sup> )	Seating Area (m <sup>2</sup> )
	Internal	External	Total			
Coffee Club	76	44	120	314.3	480	316
1	68	36	104	336.9	420	182
2	24	48	72	101.1	181	120
3	32	32	64	121.9	175	105
4	24	92	116	111.8	228	174
5	48	16	64	260.3	282	113
6	48	24	72	218.3	253	113
7	68	32	100	285.2	330	150
8	92	48	140	377.3	431	221
9	32	36	68	118.5	170	103
<b>TOTAL</b>	<b>512</b>	<b>408</b>	<b>920</b>	<b>2,246</b>	<b>2,950</b>	<b>1,598</b>

Tenancy 1 is proposed to be contained within a single building located to the north-east of the existing Coffee Club building whilst the remaining eight new tenancies are proposed to be contained within a single separate building located to the south-west of the existing Coffee Club building.

The existing site access arrangements, comprising separate ingress and egress driveways are proposed to be retained. These driveways are to provide direct connectivity to a small frontage parking area containing 15 parking spaces. In addition, a large rear parking area containing a further 146 parking spaces in conjunction with loading facilities is proposed. Connectivity between the frontage and rear parking areas are proposed by a new internal roadway running along the north-eastern site boundary. Further, a new internal access road is also proposed to run along the south-western site boundary linking the rear parking area with the existing service road connection to Tench Avenue in the vicinity of the western site corner.

Pedestrian access to the development is proposed via the provision of a shared pathway running through the north-western portion of the site, linking with the existing path along the south-eastern side of Tench Avenue. Further, pedestrian connectivity between Tench Reserve and the subject site is proposed via the provision of two new pedestrian refuges within Tench Avenue adjacent to the northern and western corners of the site.



## **5. ACCESS & INTERNAL CONSIDERATIONS**

### **5.1 Vehicular Access**

#### **5.1.1 Passenger Vehicles**

The subject development is proposed to be accessed by three driveways connecting with Tench Avenue, as follows:

- A 7m wide ingress only driveway located within the northern corner of the site, being slightly off-set from the Tench Reserve egress driveway;
- A 6m wide egress only driveway approximately central to the site frontage; and
- A 6.5m wide combined ingress / egress driveway located within the western corner of the site, being directly opposite the Tench Reserve ingress driveway.

In order to assess the suitability of the proposed site access arrangements, reference is made to AS2890.1-2004. This Standard provides driveway design specifications based on the primary land use proposed, the number of parking spaces accommodated and the functional order of the access road. Based on the primary land use being restaurant based, a site wide parking provision of 161 (but capable of increasing to 340 spaces – see Section 5.2.1 of this report) spaces and the local access (non-arterial) function of Tench Avenue, AS2890.1-2004 specifies, at minimum, a Category 4 type access driveway, comprising a 6m ingress driveway separated from a 6m wide egress driveway. The three driveways proposed readily exceed this minimum Standard requirement and accordingly, the proposed site access arrangements are considered to be satisfactory in terms of design.

The relatively consistent vertical and horizontal alignment of Tench Avenue within the immediate vicinity of the subject site results in sight distance between the proposed access driveways and the frontage road being satisfactory and in accordance with the relevant specifications provided within AS2890.1-2004 for the sign posted speed limit of 50km/h within Tench Avenue.

It is acknowledged that the driveways adjoining the northern and western corners of the site are located in close proximity to the driveways servicing Tench Reserve located on the north-western side of Tench Avenue. The Tench Reserve driveways however accommodate limited traffic demand (see Section 5.2 of this report) and accordingly, interaction between the site access and the Tench Reserve driveways is minimal. In any case, the proposed driveway arrangement essentially involves the maintenance of the existing situation, which has been observed to facilitate safe and efficient access arrangements to land abutting Tench Avenue.

#### **5.1.2 Heavy Vehicles**

It is acknowledged that the subject development is likely to require servicing by delivery and refuse collection vehicles, up to and including Medium Rigid Vehicles (MRVs). These vehicles are proposed to access the development via the ingress only

driveway located within the northern corner, travel in a forward direction to access the formalised loading areas via the rear parking area, prior to exiting the site in a forward direction via the egress only driveway, located central to the Tench Avenue frontage.

In order to demonstrate the suitability of the proposed access driveways to accommodate the previously described service vehicle movements, this Practice has prepared swept path plans, reduced copies of which are contained within **Appendix 2** for reference. The swept path plans have been generated using Autoturn software and derived from MRV vehicle specifications provided within AS2890.2-2002 and illustrate that MRVs are capable of entering and exiting the site via the proposed site access driveways in a safe and efficient manner.

### 5.1.3 Pedestrian

Pedestrian access to / from the subject site is proposed to be facilitated by the provision of a crescent shaped shared path providing connectivity to the forecourt servicing the restaurant tenancies and the existing path along the south-eastern side of Tench Avenue to the north of the driveways adjoining the northern and western corners of the site.

In order to formalise pedestrian movements between the subject site and Tench Reserve, pedestrian refuges are also proposed to be provided within Tench Avenue to the north of the driveways adjoining the northern and western corners of the site, thereby providing safe and efficient connectivity to the abovementioned internal crescent shaped shared path.

## 5.2 Off-Street Parking

### 5.2.1 Passenger Vehicle Parking

The proposed development provides a total of 161 formalised off-street parking spaces, comprising 15 spaces within Tench Avenue frontage parking area and 136 parking spaces within the rear parking area.

Penrith City Council provides the following relevant locally sensitive parking requirements within Part C10 of DCP 2010 relating to Transport, Access and Parking:

#### ***Restaurants***

*1 per 5.5m<sup>2</sup> of seating area or 1 per 4 seats, whichever is greater plus*

*1 space per employee*

Based on the total development providing 1,598m<sup>2</sup> of seating area, 920 seats and assuming that each tenancy generates a requirement for 5 staff (50 employees in total), the following calculations are made:

$$1,598\text{m}^2 / 5.5\text{m}^2 + 50 = 340 \text{ spaces, or}$$

$$920 / 4 + 50 = 280 \text{ spaces}$$

DCP 2010 therefore requires the provision of 340 spaces.



The proposed formalised parking provision of 161 spaces therefore represents a shortfall of some 179 spaces, with respect to the requirements of DCP 2010.

Whilst it is acknowledged that the abovementioned shortfall is significant, it is not considered desirable to provide the additional 179 spaces in a formalised hardstand arrangement. It is accordingly proposed that the required additional spaces be provided in an informal arrangement (gravel with surface buttons to delineate parking bays and aisles) through the extension of the rear parking area to the south-east. There is significant capacity within the development site to accommodate such an informal parking area. In this regard, the architectural plans contained within **Appendix 1** illustrate an indicative informal parking layout. Incorporating the proposed informal parking area to the rear of the subject site, the proposed capacity of the site to accommodate parked vehicles suitably complies with Council's DCP 2010 requirements and accordingly, is considered to be satisfactory.

### **5.2.2 Bicycle Parking**

The proposed development provides 14 bicycle racks capable of accommodating 28 bicycles, adjacent to the southern Coffee Club building wall.

Penrith Council refer to NSW Government's *Planning Guidelines for Walking and Cycling* with respect to the provision of bicycle parking. This publication provides the following recommendations relevant to the subject proposal:

***Restaurants Customers***

*3% of seating capacity*

***Restaurant Staff***

*3% of staff*

Based on a seating capacity of 920 and 50 staff, a total of 29 bicycle parking spaces are recommended in accordance with the NSW Government's *Planning Guidelines for Walking and Cycling*. The proposed bicycle parking provision of 28 spaces is considered to be reasonably consistent with the NSW Government's recommendations.

### **5.3 On-Street Parking**

The Tench Avenue pavement provides for on-street parallel parking along both shoulders during daylight periods, with 'No Stopping' restrictions applying between 9.00pm and 5.00am.

### **5.4 Internal Circulation**

#### **5.4.1 Passenger Vehicles**

The internal passenger vehicle parking areas are proposed to be split into three areas as follows:

- The frontage parking area is proposed to comprise a single row of 90 degree angle parking serviced by a single one-way parking aisle connecting the northern and central access driveways;
- The rear parking area is proposed to comprise four 90 degree parking rows serviced by two north-south parking aisles; and
- A small number of parking spaces are also proposed as a combination of 90 degree angled and parallel arrangements, being serviced by the roadway running along the south-eastern site boundary, connecting to the southern-most Tench Avenue access driveway.

The abovementioned various parking and circulation areas have been designed in accordance with AS2890.1-2004 providing the following minimum dimensions:

- Standard 90 degree parking space width – 2.6m;
- Disabled 90 degree parking space width – 2.4m;
- Parallel parking space width – 2.1m;
- 90 degree parking space length – 5.4m;
- Parallel parking space length – 6.3m;
- End parallel parking space length – 6.6m;
- Parking aisle width – 5.8m; and
- One and two way roadway – 5.5m.

The proposed site layout as it relates to passenger vehicle manoeuvrability is therefore considered satisfactory.

#### **5.4.2 Service Vehicles**

Draft DCP 2014 provides design vehicle requirements for commercial and industrial developments based on the site area. This document specifies that any site providing an areas in excess of 4,000m<sup>2</sup> should make provision to be serviced by articulated vehicles. It is however the experience of this Practice that commercial development servicing requirement differ greatly depending on the specific type of use and indeed, the tenancy size. Given that the largest restaurant tenancy is less than 500m<sup>2</sup> suggests that the site will be serviced by small and medium rigid vehicles (including garbage collection vehicles). In this regard, Council advised during pre-lodgement discussions that the site should be designed to accommodate MRVs.

The restaurant tenancies are proposed to be serviced by a total of three loading areas as follows:



- The existing Coffee Club building is currently serviced by a loading area provided in a parallel arrangement to the rear parking area, providing dimensions of 11m x 3.5m;
- The standalone tenancy 1 building (to the north of the Coffee Club building) is proposed to provide a 90 degree loading dock, also accessed via the rear parking area, providing dimensions of 12m x 3.5m; and
- The new southern building (containing tenancies 2 – 9) is proposed to be serviced by a double loading dock, provided at 90 degrees to the rear parking area, comprising dimensions of 9m x 7m.

In order to demonstrate the ability of the abovementioned on-site loading areas to accommodate the largest vehicle expected to service the site, this Practice has prepared swept path plans, reduced copies of which are contained within **Appendix 2** for reference. The swept path plans have been generated using Autoturn software and derived from MRV vehicle specifications provided within AS2890.2-2002. These plans illustrate that MRVs are capable of accessing / vacating the proposed loading areas and manoeuvring throughout the site in a safe and efficient manner.

It is acknowledged that the swept path plans illustrate that MRVs are expected to encroach over the full width of internal access roads when manoeuvring through the site, thereby temporarily impeding internal passenger vehicle circulation. Such impedance is however not expected to result in unreasonable internal circulation conflicts as it will only occur over short periods of time, being most likely outside peak site operational periods, as is industry expectation. In consideration of this and the above discussion, the proposed loading arrangements are therefore considered to be satisfactory.

### **5.4.3 Bicycles**

Bicycle parking is proposed to be accommodated through the provision of a series of double sided storage racks, adjoining the southern wall of the existing Coffee Club building. These racks have been designed to accord with the relevant AS2890.3-1993 specifications, providing the following minimum dimensions:

- Space length – 1.7m;
- Rack spacing – 1.2m;
- Rack set-back from adjoining walls – 0.9m; and
- Aisle width adjoining racks – 1.5m.

The proposed bicycle parking arrangements are therefore considered satisfactory.

## **6. EXISTING TRAFFIC CONDITIONS**

### **6.1 Surrounding Road Network**

Tench Avenue performs an access function to abutting development and Tench Reserve under the care and control of Penrith City Council. In this regard, it provides a south-west / north-east connection between Factory Road (with Bellevue Road) in the south-west and Jamison Road in the north-east.

Tench Avenue provides an 11m wide pavement providing one through lane of traffic in each direction, being separated by double barrier centre lines. Through traffic movements are separated from parallel parking within both shoulders by marked edge lines. Traffic flow is governed by a sign posted speed limit of 50km/h.

To the south, Tench Avenue forms an underpass below M4 Motorway, prior to becoming Bellevue Road, which in turn forms a T-junction with Factory Road, operating under major / minor priority control with Factory Road forming the priority route. Factory Road performs a higher order access function, linking the Nepean River foreshore with Mulgoa Road in the south-east, to which left in / left out movements are facilitated.

To the north, Tench Avenue curves to the east to form Jamison Road, a collector road linking with Mulgoa Road under traffic signal control, prior to extending to Parker Road and Bringelly Road at Kingswood.

Mulgoa Road performs a State Road under the care and control of the Roads & Maritime Services. It provides an arterial function providing a north-south connection between Llandilo in the north (with Castlereagh Road and Cranebrook Road) and Wallacia in the south. In the vicinity of Jamisontown, Mulgoa Road provides a four lane divided carriageway, with additional exclusive turning lanes provided on approach to major intersections, primarily governed by traffic signal control. Mulgoa Road provides full interchange facilities with M4 Motorway in the immediate precinct, linking to the greater Sydney metropolitan area to the east and Blue Mountains and beyond to the west.

### **6.2 Existing Traffic Volumes**

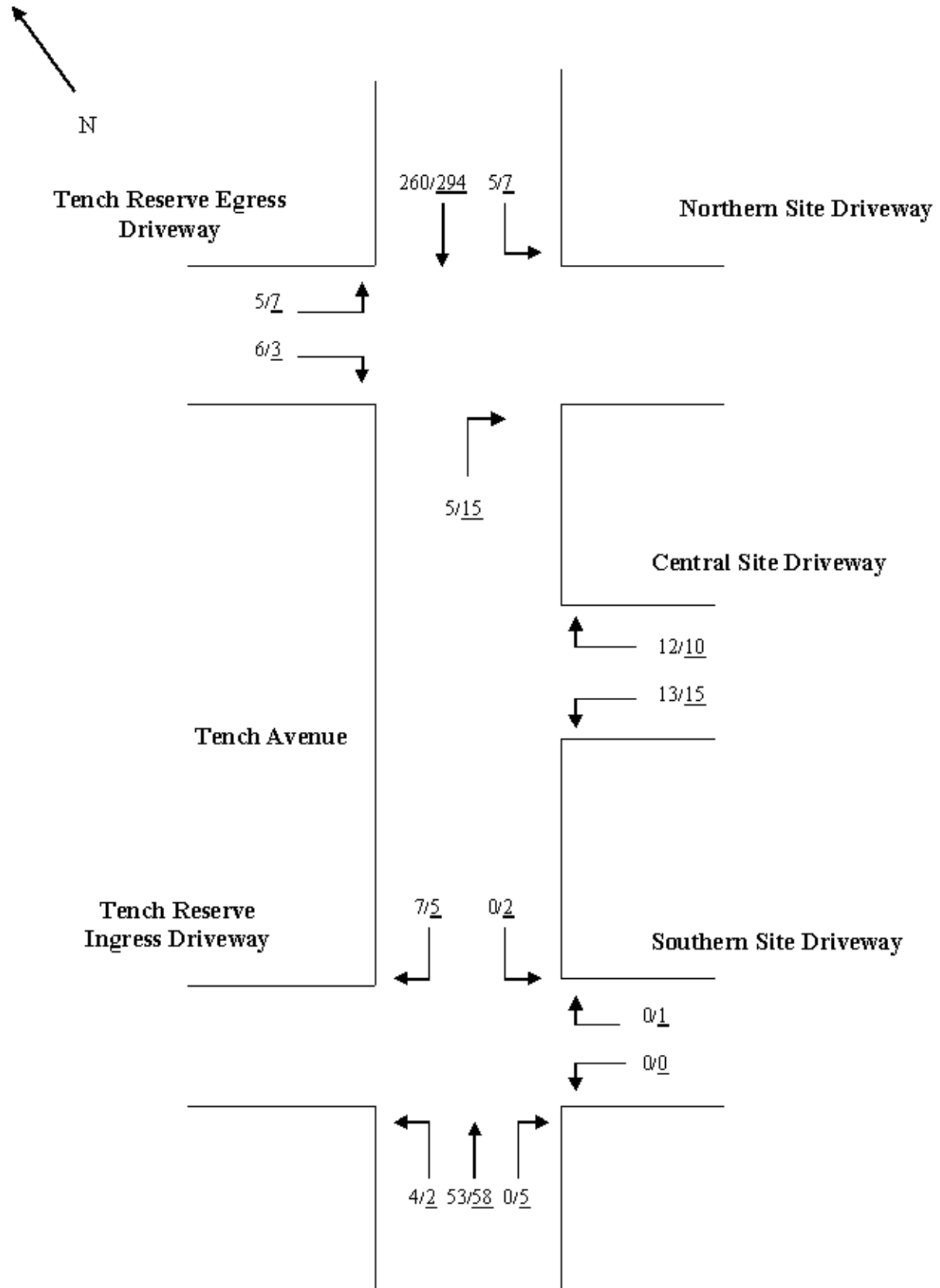
In order to obtain an indication of the existing operation of Tench Avenue in the immediate vicinity of the subject site, reference is made to weekday evening and Saturday midday peak hour traffic surveys undertaken by staff of this Practice. Traffic surveys were undertaken of Tench Avenue through vehicle movements and turning movements to and from the subject site and Tench Reserve access driveways between 4.00pm – 6.00pm and 11.00am – 1.00pm and on the 5<sup>th</sup> and 6<sup>th</sup> of September 2014.

**Figure 2** overleaf provides a graphical representation of the surveyed peak hour traffic volumes, whilst full details are contained within **Appendix 3**.



**FIGURE 2**  
**EXISTING (SEPTEMBER 2014) PEAK HOUR TRAFFIC VOLUMES**  
**TENCH AVENUE, THE SUBJECT SITE & TENCH RESERVE**

Legend: Weekend (12pm – 1pm) / Weekday (4pm – 5pm)



**Figure 2** indicates the following:

- Tench Avenue accommodates a two directional peak hour traffic demand of between 300 – 350 vehicles per hour;
- The subject site generates in the order of 35 – 55 peak hour vehicle movements; and
- Tench Reserve generates approximately 20 peak hour vehicle movements.

### **6.3 Existing Road Network Operation**

In order to undertake an assessment of the operational performance of Tench Avenue, reference is made to the Roads & Maritime Services' *Guide to Traffic Generating Developments*. This publication indicates that a two lane two way carriageway accommodating peak hour directional traffic volumes less than 380 vehicles per hour provides a level of service 'A' / 'B'. Such a level service indicates free flow where drivers are virtually unaffected by others in the traffic stream. Freedom to select desired speeds and to manoeuvre within the traffic stream is high, and the general level of comfort and convenience provided is excellent.

With respect to the above, it has been observed that motorists are able to enter and exit the subject site (and the opposing Tench Reserve) with a good level of safety and efficiency.

In a regional context, the subject precinct is provided with connectivity to the surrounding regional road network through the provision of traffic signals at the intersection of Mulgoa Road and Jamison Road. Whilst peak demands within Mulgoa Road are considerable commensurate with the State Road function of the route, the traffic signal control at Jamison Road provides exclusive turning phases thereby facilitating safe and efficient connectivity to / from the Tench Reserve precinct. A secondary link to Mulgoa Road is also provided via Blaikie Road which connects Jamison Road to Mulgoa Road, also under traffic signal control.

### **6.4 Public Transport**

Westbus provides a single bus service along Tench Avenue being Route 795, operating between Warragamba and Penrith. This service operates a total of eight services on weekdays between approximately 7.00am and 4.00pm and six services on weekends and public holidays between approximately 9.00am and 7.00pm.

The closest bus stop is located immediately to the north of the site.

The abovementioned bus service connects with other bus services operating along Mulgoa Road and with the major public transport interchange at Penrith Railway Station.



## **6.5 Pedestrian / Cycle**

Tench Avenue provides a path along the eastern side of Tench Avenue immediate adjacent to the subject site. This path provides connectivity to Tench Reserve which contains a further path running along the eastern Nepean River foreshore, linking with the Penrith CBD to the north and also to a regional east-west cycle trail adjoining M4 Motorway to the south.

The Penrith Accessible Trails Hierarchy Strategy incorporates a future shared path along Jamison Road between York Road and Tench Reserve, whilst the 'Our River' Master Plan also incorporates a series of improved pedestrian and cyclist accessibility and mobility infrastructure in the immediate vicinity of the subject site.

## **7. PROJECTED TRAFFIC CONDITIONS**

### **7.1 Traffic Generation**

In order to estimate the existing traffic generation of the development, reference is made to the Roads & Maritime Services' *Guide to Traffic Generating Developments*. This publication provides average traffic generation rates for a range of land uses based on extensive surveys undertaken throughout the Sydney metropolitan area. The following rates are provided pertinent to the subject development:

***Restaurants***

*5 peak hour trips per 100m<sup>2</sup> GFA*

Application of the above Roads & Maritime Services rates to the total proposed development GFA of 2,246m<sup>2</sup> results in an estimated peak hour traffic generation rate of 113 vehicle movements to and from the subject site.

### **7.2 Trip Assignment**

In order to gauge the impact of the traffic projected to be generated by the proposed development on the local road network, it is necessary to distribute the traffic generated by the proposed development along the major approach routes before it dissipates throughout the general road network.

It is common to assume that trips to the subject site will be distributed in accordance with existing traffic patterns. In this regard, a majority of vehicles currently accessing the precinct currently originate from the north along Jamison Road and Tench Avenue. Accordingly, the following trip assignment is estimated:

- 80% of vehicles will access the site from the north along Jamison Road and Tench Avenue; and
- The remaining 20% are projected to travel via Factory Road and Tench Avenue from the south.

Further to the above, for the purposes of this assessment, it is estimated that vehicle trips are evenly distributed between inbound and outbound movements during the weekend lunch time peak whilst site generated traffic provides a 80% / 20% inbound / outbound split during the weekday evening peak, associated with dinner trade.

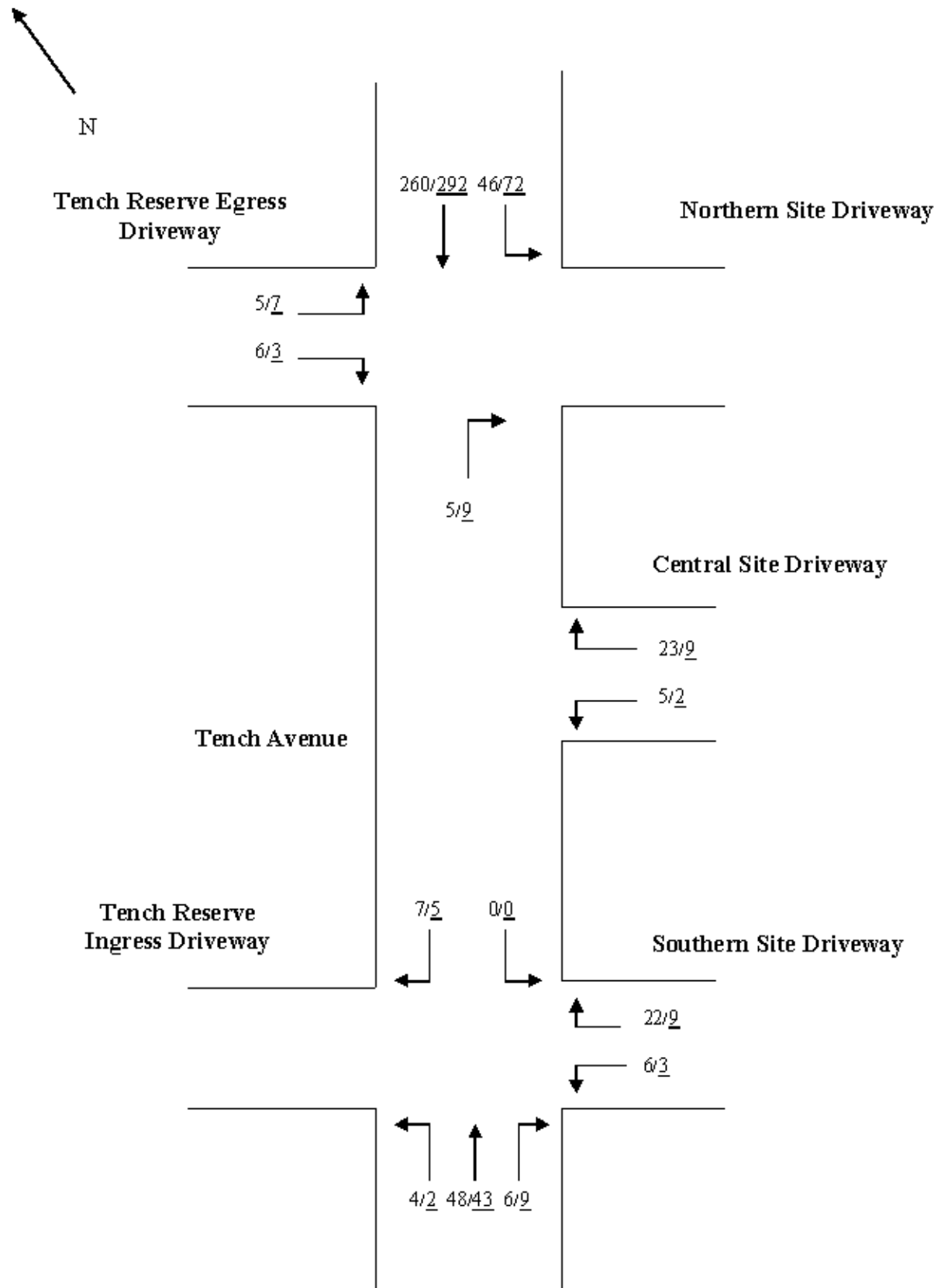
### **7.3 Projected Traffic Volumes**

Based on the discussion provided previously on likely traffic generation and trip assignment, the projected peak hour traffic volumes have been formulated by adding the trip assignment to the to the existing volumes surveyed provided within **Figure 2**. **Figure 3** overleaf provides an estimation of the future traffic volumes associated with and adjoining the subject site.



**FIGURE 3**  
**PROJECTED PEAK HOUR TRAFFIC VOLUMES**  
**TENCH AVENUE, THE SUBJECT SITE & TENCH RESERVE**

Legend: Weekend (12pm – 1pm) / Weekday (4pm – 5pm)



## 7.4 Projected Road Network Performance

In order to objectively assess the likely future operation of Tench Avenue, the site access driveways and the Tench Reserve access driveways, a SIDRA computer intersection analysis has been undertaken. SIDRA is a computerised traffic arrangement program which, when volume and geometrical configurations of an intersection are imputed, provides an objective assessment of the operation efficiency under varying types of control (i.e. signs, signal and roundabouts). Key indicators of SIDRA include level of service where results are placed on a continuum from A to F, with A providing the greatest intersection efficiency and therefore being the most desirable by the Roads and Maritime Services.

SIDRA uses detailed analytical traffic models coupled with an iterative approximation method to provide estimates of the abovementioned key indicators of capacity and performance statistics. Other key indicators provided by SIDRA are average vehicle delay, the number of stops per hour and the degree of saturation. Degree of saturation is the ratio of the arrival rate of vehicles to the capacity of the approach. Degree of saturation is a useful and professionally accepted measure of intersection performance.

SIDRA provides analysis of the operating conditions that can be compared to the performance criteria set out in **Table 2** (being the RTA NSW method of calculation of Level of Service).

TABLE 2 LEVELS OF SERVICE CRITERIA FOR INTERSECTION		
Level of Service	Average Delay per Vehicle (secs/veh)	Expected Delay
<b>SIGNALISED INTERSECTIONS AND ROUNDABOUTS</b>		
A	Less than 14	Little or no delay
B	15 to 28	Minimal delay and spare capacity
C	29 to 42	Satisfactory delays with spare capacity
D	43 to 56	Satisfactory but near capacity
E	57 to 70	At capacity, incidents will cause excessive delays
F	> 70	Extreme delay, unsatisfactory
<b>GIVE WAY &amp; STOP SIGNS</b>		
A	Less than 14	Good
B	15 to 28	Acceptable delays and spare capacity
C	29 to 42	Satisfactory
D	43 to 56	Near capacity
E	57 to 70	At capacity and requires other control mode
F	> 70	Unsatisfactory and requires other control mode

The projected conditions have been modelled utilising the peak hour traffic volumes presented within **Figure 3**. **Table 3** provides a summary of the SIDRA output data whilst more detailed summaries are included as **Appendix 4**.



<b>TABLE 3</b> <b>SIDRA OUTPUT – PROJECTED PEAK HOUR PERFORMANCE</b> <b>TENCH AVENUE JUNCTIONS WITH SITE AND RESERVE ACCESS</b> <b>DRIVEWAYS</b>		
	<b>Weekend Midday Peak</b>	<b>Weekday Evening Peak</b>
<b>TENCH AVENUE, NORTH SITE INGRESS DRIVEWAY &amp; RESERVE EGRESS ACCESS</b>		
Average Vehicle Delay	9.4	9.0
Degree of Saturation	0.16	0.20
Level of Service	A	A
<b>TENCH AVENUE &amp; CENTRAL SITE EGRESS DRIVEWAY</b>		
Average Vehicle Delay	9.8	9.7
Degree of Saturation	0.14	0.16
Level of Service	A	A
<b>TENCH AVENUE, SOUTH SITE DRIVEWAY AND RESERVE INGRESS ACCESS</b>		
Average Vehicle Delay	10.2	13.8
Degree of Saturation	0.14	0.31
Level of Service	A	A

**Table 3** indicates that the Tench Avenue junctions with all site and Tench Reserve access driveways are projected to operate with a level of service 'A', representing good conditions with spare capacity. Accordingly, motorists are projected to be able to enter and exit the subject development site in a safe and efficient manner, without unreasonable impedance on existing through Tench Avenue traffic movements.

### 7.5 Assessment of Compliance with Strategic Intent

The Riverlink Precinct Plan 2008 involved the provision of entertainment, tourism, leisure and lifestyle uses within land abutting Tench Avenue to the east, thereby activating Tench Reserve.

The subsequent 'Our River' Nepean River Master Plan identified that the success of the existing Coffee Club within the site suggests opportunities for more cafes / restaurants along the foreshore. It however stated that existing constraints within the subject vicinity limited the connectivity between potential entertainment and tourism uses on the eastern side of Tench Avenue to the recreational uses within Tench Reserve. The subject proposal aims to improve this connectivity through the following:

- The provision of additional parking within the precinct;
- The combining of site and Reserve access driveways into formalised intersections;
- The provision of pedestrian refuge treatments to connect the site with the Reserve; and
- The provision of a formalised internal shared path to connect with the existing path within Tench Avenue and the abovementioned pedestrian refuge treatments, linking with Tench Reserve.

## 8. CONCLUSION

This Practice has undertaken an assessment of the potential parking and traffic implications associated with a proposal to expand the existing restaurant development to accommodate 9 additional tenancies within 68 – 78 Tench Avenue, Jamisontown. Based on this assessment, the following conclusions are now made:

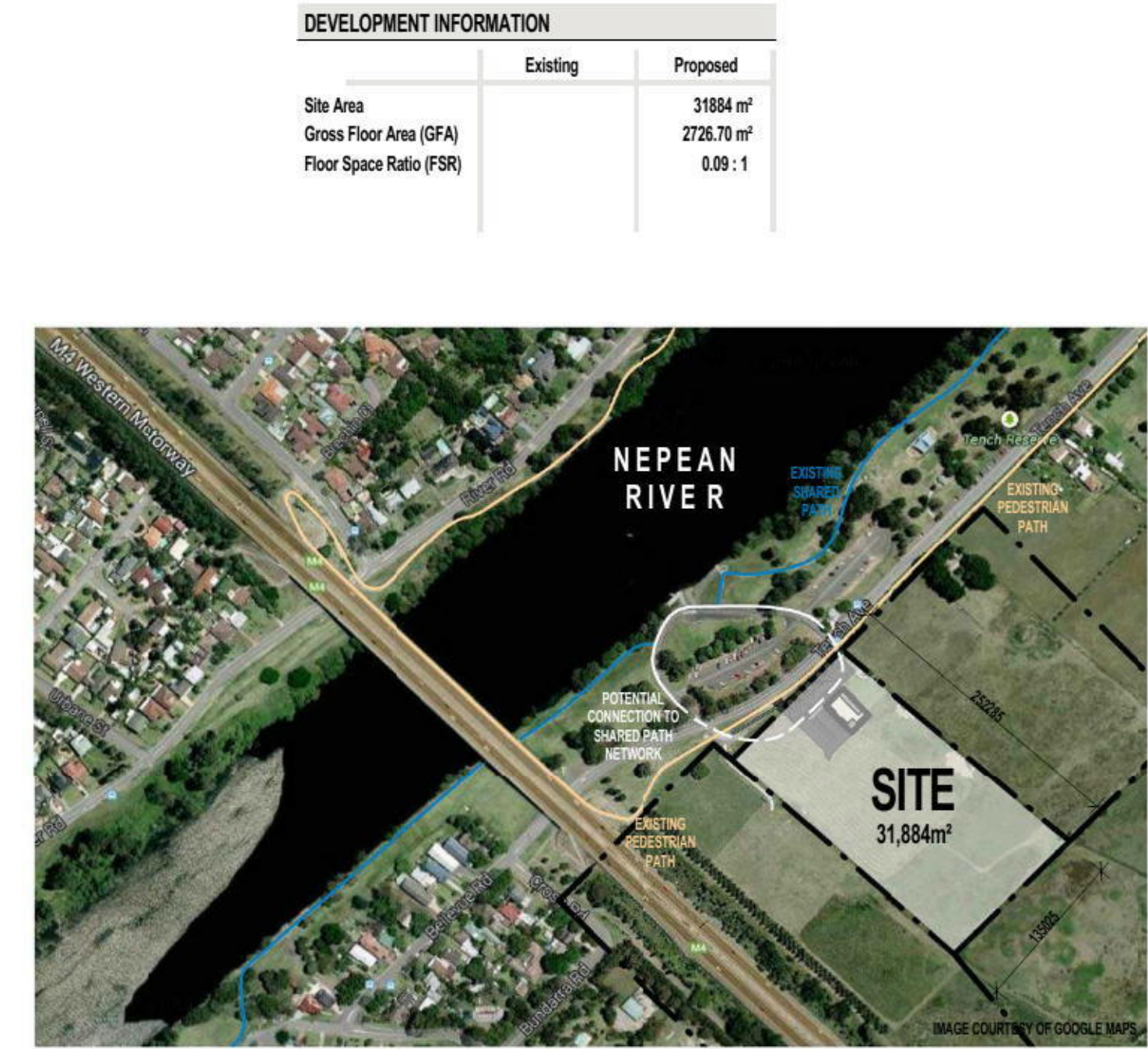
- Whilst the proposed formalised off-street parking provision represents a shortfall with respect to Council's relevant DCP requirements for restaurant uses, there is adequate overflow capacity to accommodate Council's parking requirements in an informal manner within the south-eastern portion of the site;
- The proposed access arrangements, internal circulation and manoeuvring arrangements are capable of providing for safe and efficient vehicular movements during peak times;
- The surrounding road network operates with a good level of service during peak periods;
- The subject development has been projected to generate in the order of 113 additional peak hour vehicle trips to and from the subject site; and
- It is considered that the adjoining road network is capable of accommodating the additional traffic projected to be generated by the subject development.

Based on the contents of this report and the conclusions contained herein, we consider that there are no traffic related issues that should prevent approval of the subject application and we therefore recommend that action to Council.



# **APPENDIX 1**





Context Plan (True North)  
1 : 5000



VIS - View A



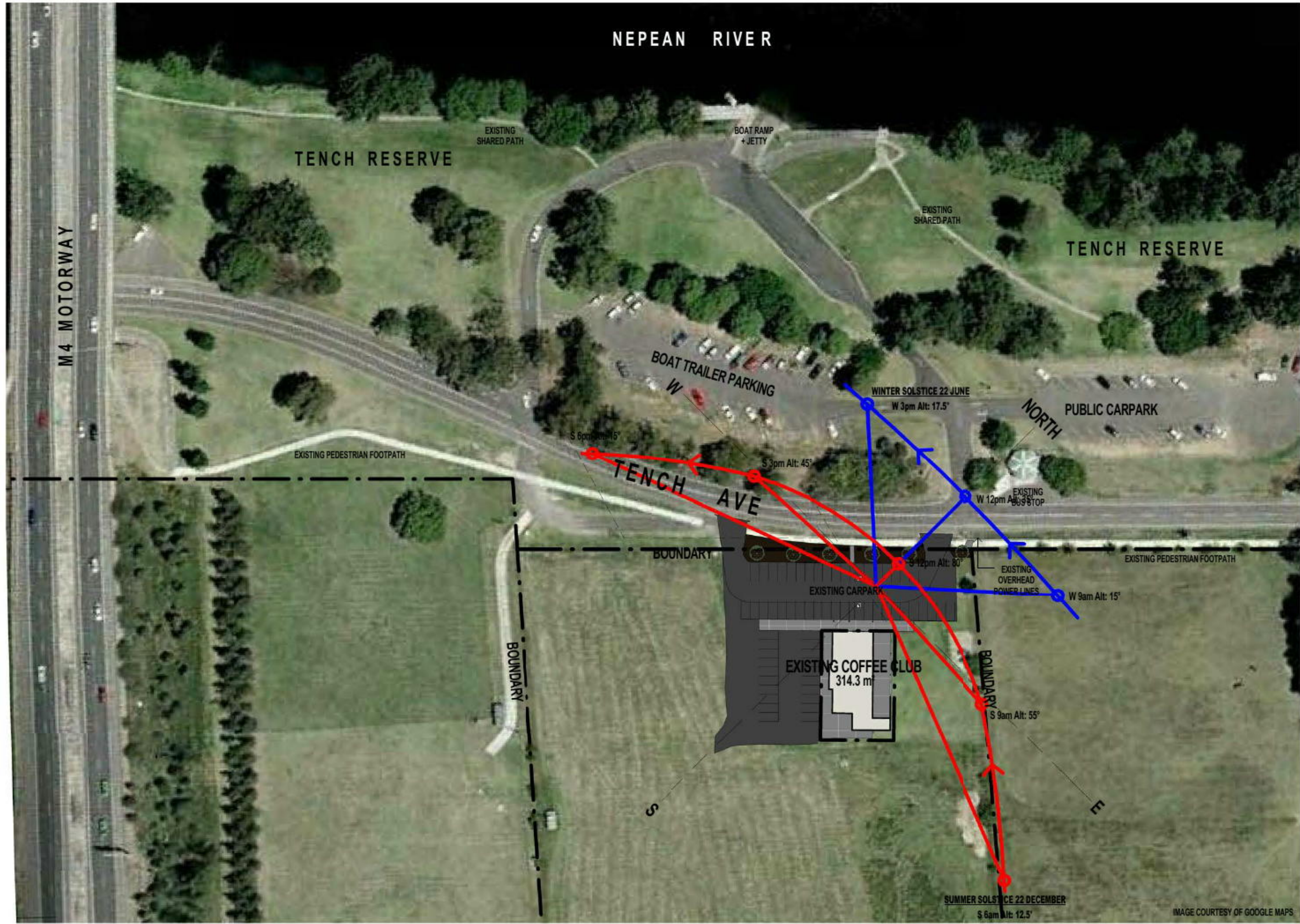
VIS - View B



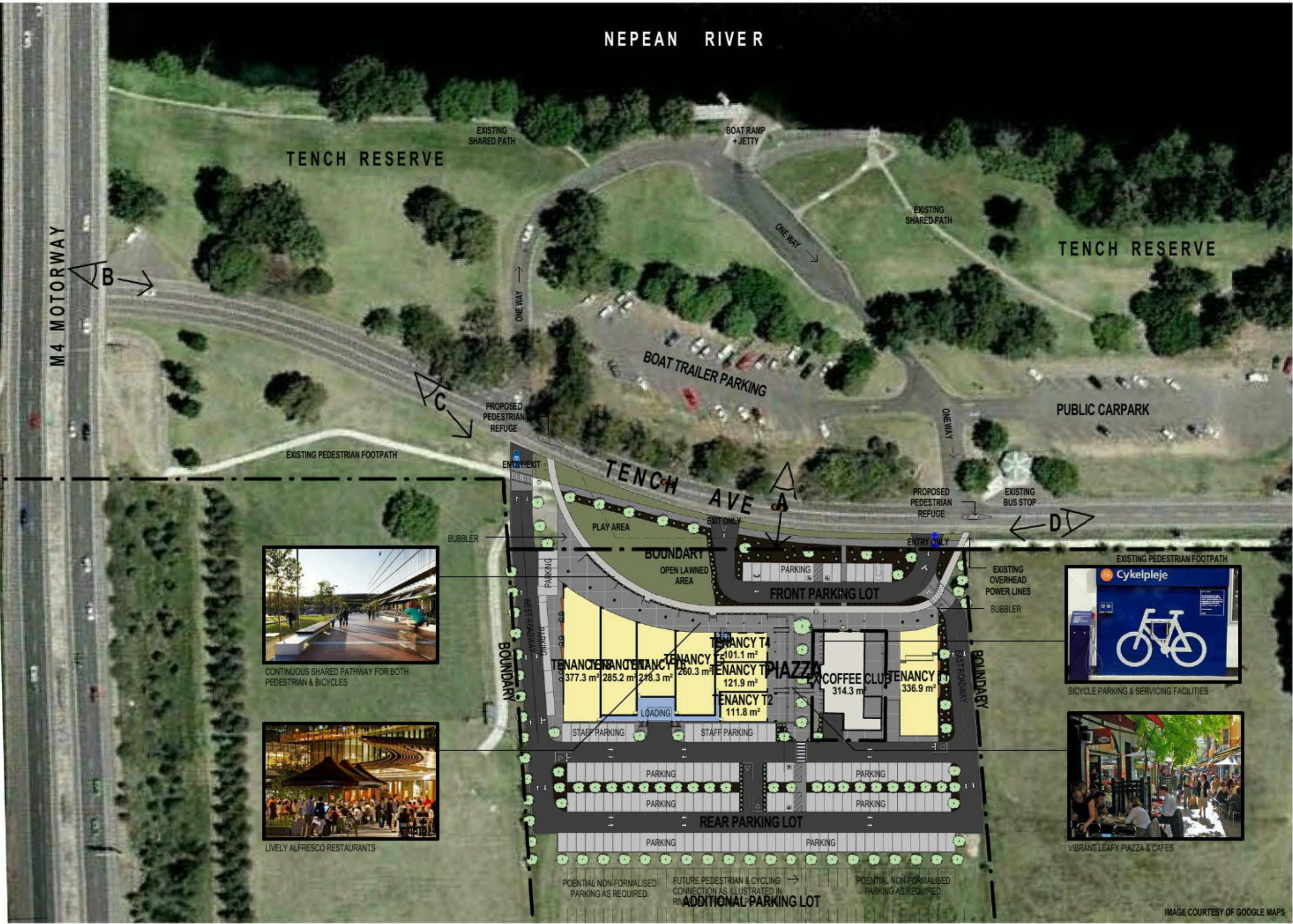
VIS - View C



VIS - View D



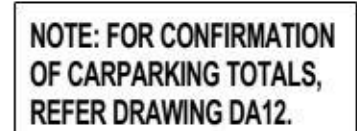
Existing Site Plan & Analysis  
1 : 1000



Proposed Site Plan & Visual Impact Study (VIS)  
1 : 1000

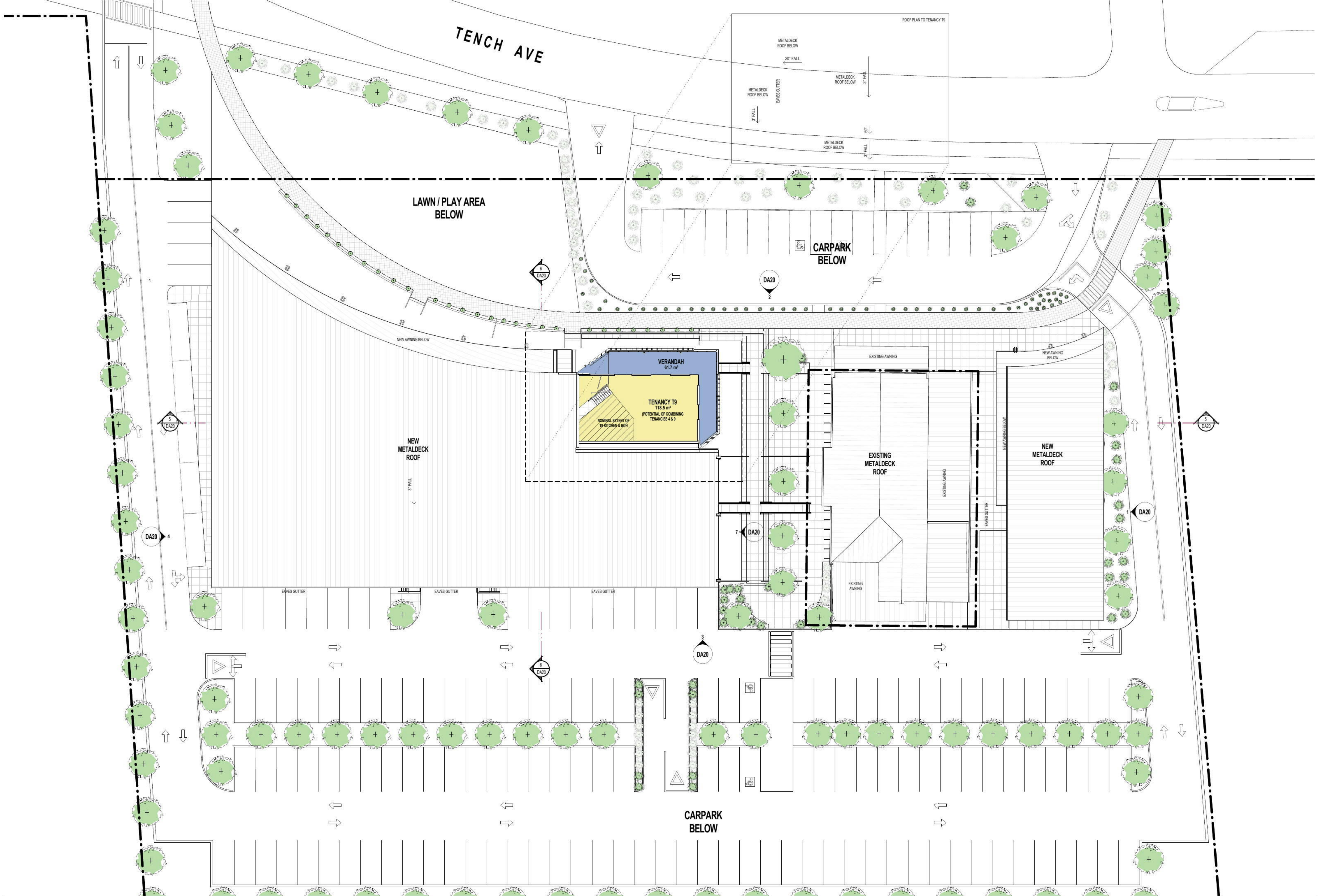
ISSUE	DATE	AMENDMENT	PROJECT	CLIENT	MORSON GROUP	SHEET SIZE: A1	SHEET NAME	DRAWING NUMBER
3P	13-03-2015	FOR CO-ORDINATION	PROPOSED RECREATION AND TOURISM PRECINCT	STIMSON & BAKER	NDNATED ARCHITECT - P4 MORSON	DATE	SITE CONTEXT + ANALYSIS PLANS	DA01
7P	27-02-2015	FOR REVIEW	LOT 3, DP 30354, TENCH AVE, PENRITH, NSW		ARCHITECT MORSON GROUP	SCALE		8P
6P	20-08-2014	FOR CO-ORDINATION			ARCHITECT MORSON GROUP	As Indicated		
5P	18-08-2014	FOR CO-ORDINATION			ARCHITECT MORSON GROUP			
4P	12-08-2014	FOR TRAFFIC REVIEW			ARCHITECT MORSON GROUP			





SHEET NAME	PROPOSED GROUND FLOOR PLAN	DRAWING NUMBER	DA10
		ISSUE NO.	10P





<table><tr><th>ISSUE</th><th>DATE</th><th>AMENDMENT</th></tr><tr><td>5P</td><td>13-03-2015</td><td>FOR CO-ORDINATION</td></tr><tr><td>4P</td><td>27-02-2015</td><td>FOR REVIEW</td></tr><tr><td>3P</td><td>20-08-2014</td><td>FOR CO-ORDINATION</td></tr><tr><td>2P</td><td>18-08-2014</td><td>FOR CO-ORDINATION</td></tr><tr><td>1P</td><td>14-08-2014</td><td>FOR REVIEW</td></tr></table>			ISSUE	DATE	AMENDMENT	5P	13-03-2015	FOR CO-ORDINATION	4P	27-02-2015	FOR REVIEW	3P	20-08-2014	FOR CO-ORDINATION	2P	18-08-2014	FOR CO-ORDINATION	1P	14-08-2014	FOR REVIEW	<p>LEGEND</p>		<p>SCALE BAR</p>		<p>NORTH POINT</p>		<p>PROJECT PROPOSED RECREATION AND TOURISM PRECINCT ADDRESS LOT 3, DP 30354, TENCH AVE, PENRITH, NSW CLIENT STIMSON &amp; BAKER</p>		<p><b>MORSON GROUP</b> NOMINATED ARCHITECT - P &amp; F MORSON REGISTRATION NUMBER 8030 A/CN 108 WELLS ST, ABERNETHY NSW 1500 WWW.MORSONGROUP.COM.AU 020 9500 4000 PO Box 1716, PENRITH PARK, NSW 1505</p>		<p>SHEET NAME <b>PROPOSED ROOF &amp; UPPER LEVEL FLOOR PLAN</b></p>		<p>DRAWING NUMBER <b>DA11</b></p>	
ISSUE	DATE	AMENDMENT																																
5P	13-03-2015	FOR CO-ORDINATION																																
4P	27-02-2015	FOR REVIEW																																
3P	20-08-2014	FOR CO-ORDINATION																																
2P	18-08-2014	FOR CO-ORDINATION																																
1P	14-08-2014	FOR REVIEW																																
										<p>SHEET SIZE: A1 SCALE: 1:200 DATE: MAR 2015</p>		<p>ISSUE NO. <b>5P</b></p>																						







## **APPENDIX 2**





## NOTES:-

1. THIS PLAN IS BASED ON ARCHITECTURAL PLANS PREPARED BY MORSON GROUP.
2. THE TURNING PATHS USED ON THIS PLAN ARE GENERATED USING AUTOTURN SOFTWARE AND DERIVED FROM SPECIFICATIONS PROVIDED WITHIN THE AUSTRALIAN STANDARD FOR PARKING FACILITIES PART 2: OFF-STREET COMMERCIAL VEHICLE FACILITIES (AS2890.2-2002) FOR MEDIUM RIGID VEHICLES.



## THOMPSON STANBURY ASSOCIATES

PROPOSED RESTAURANT DEVELOPMENT

78 - 88 TENCH AVENUE

JAMISTONTOWN

MRV VEHICLE SWEEP PATH PLANS

SCALE: 1: 500

FILE: 14-086

DATE: 18/03/2015

SUPERSEDES  
SHEET/ISSUE

ISSUE

A

SHEET

1





## NOTES:-

1. THIS PLAN IS BASED ON ARCHITECTURAL PLANS PREPARED BY MORSON GROUP.
2. THE TURNING PATHS USED ON THIS PLAN ARE GENERATED USING AUTOTURN SOFTWARE AND DERIVED FROM SPECIFICATIONS PROVIDED WITHIN THE AUSTRALIAN STANDARD FOR PARKING FACILITIES PART 2: OFF-STREET COMMERCIAL VEHICLE FACILITIES (AS2890.2-2002) FOR MEDIUM RIGID VEHICLES.



## THOMPSON STANBURY ASSOCIATES

PROPOSED RESTAURANT DEVELOPMENT

78 - 88 TENCH AVENUE

JAMISTONTOWN

MRV VEHICLE SWEEP PATH PLANS

SCALE: 1: 500

FILE: 14-086

DATE: 18/03/2015

SUPERSEDES  
SHEET/ISSUE

ISSUE

A

SHEET

2





## NOTES:-

1. THIS PLAN IS BASED ON ARCHITECTURAL PLANS PREPARED BY MORSON GROUP.
2. THE TURNING PATHS USED ON THIS PLAN ARE GENERATED USING AUTOTURN SOFTWARE AND DERIVED FROM SPECIFICATIONS PROVIDED WITHIN THE AUSTRALIAN STANDARD FOR PARKING FACILITIES PART 2: OFF-STREET COMMERCIAL VEHICLE FACILITIES (AS2890.2-2002) FOR MEDIUM RIGID VEHICLES.



THOMPSON STANBURY ASSOCIATES

PROPOSED RESTAURANT DEVELOPMENT

78 - 88 TENCH AVENUE

JAMISTONTOWN

MRV VEHICLE SWEEP PATH PLANS

SCALE: 1: 500

FILE: 14-086

DATE: 18/03/2015

SUPERSEDES  
SHEET/ISSUE

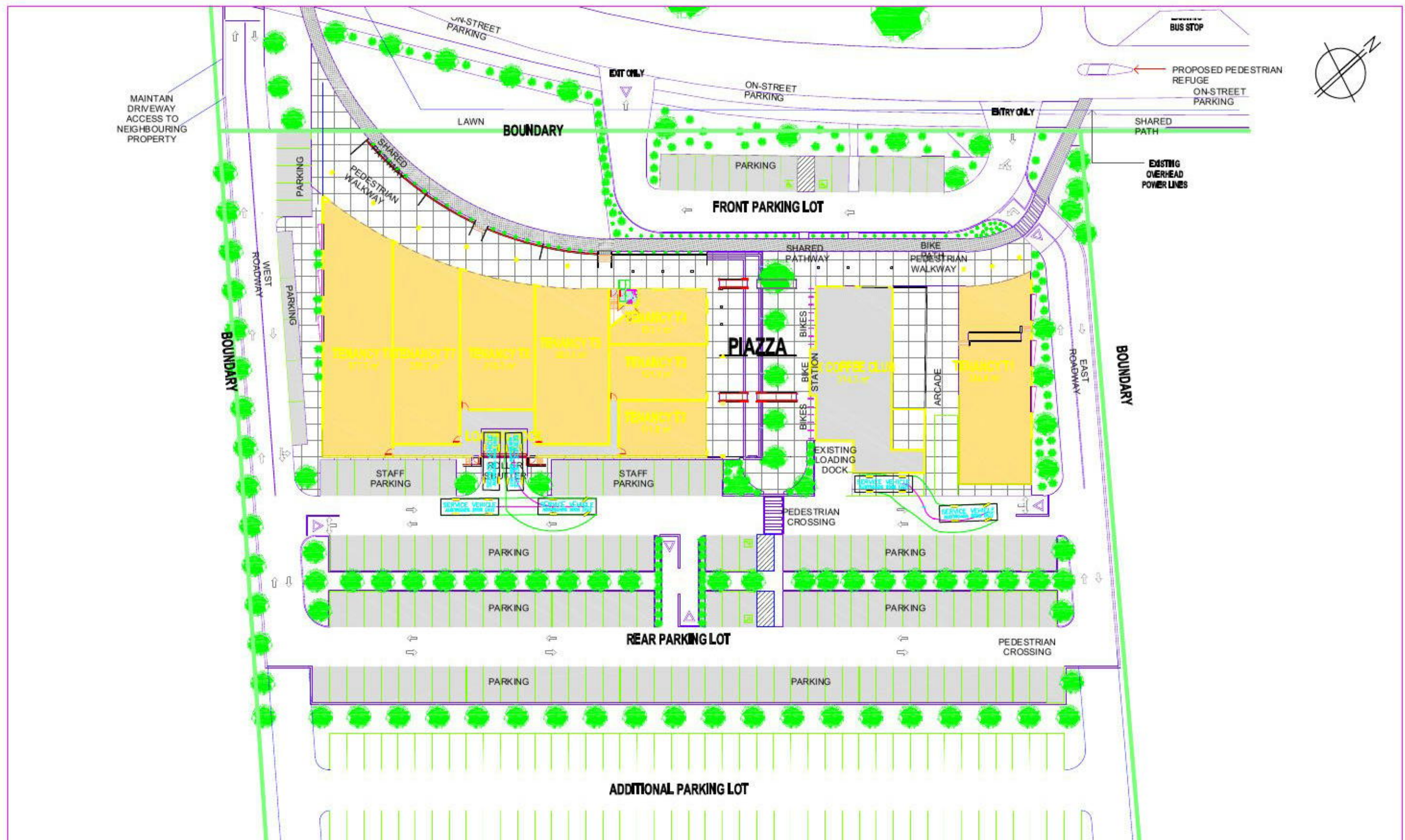
ISSUE

A

SHEET

3





## NOTES:-

1. THIS PLAN IS BASED ON ARCHITECTURAL PLANS PREPARED BY MORSON GROUP.
2. THE TURNING PATHS USED ON THIS PLAN ARE GENERATED USING AUTOTURN SOFTWARE AND DERIVED FROM SPECIFICATIONS PROVIDED WITHIN THE AUSTRALIAN STANDARD FOR PARKING FACILITIES PART 2: OFF-STREET COMMERCIAL VEHICLE FACILITIES (AS2890.2-2002) FOR MEDIUM RIGID VEHICLES.



## THOMPSON STANBURY ASSOCIATES

PROPOSED RESTAURANT DEVELOPMENT

78 - 88 TENCH AVENUE

JAMISTONTOWN

MRV VEHICLE SWEEP PATH PLANS

SCALE: 1: 500

FILE: 14-086

DATE: 18/03/2015

SUPERSEDES  
SHEET/ISSUE

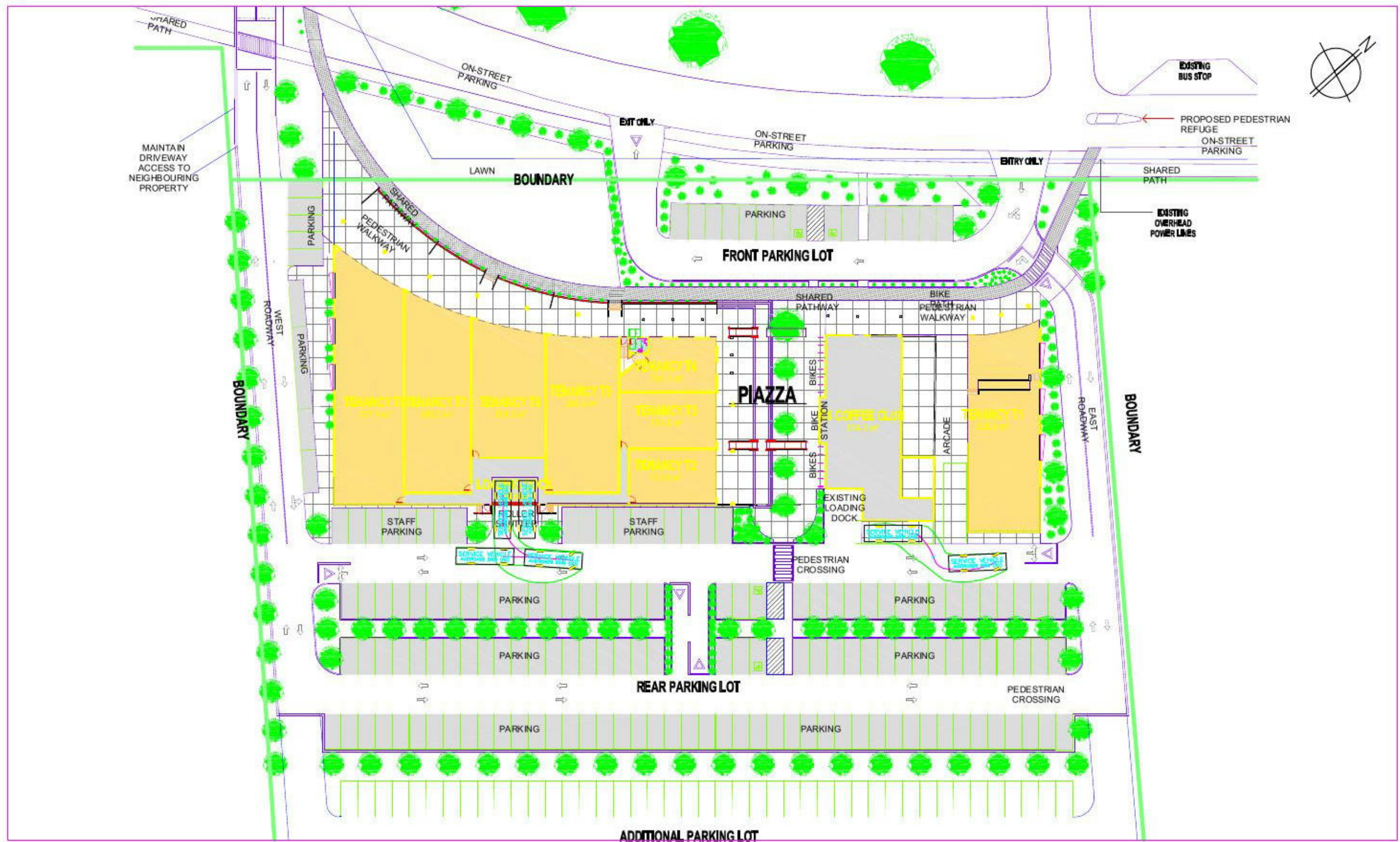
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4





## NOTES:-

1. THIS PLAN IS BASED ON ARCHITECTURAL PLANS PREPARED BY MORSON GROUP.
2. THE TURNING PATHS USED ON THIS PLAN ARE GENERATED USING AUTOTURN SOFTWARE AND DERIVED FROM SPECIFICATIONS PROVIDED WITHIN THE AUSTRALIAN STANDARD FOR PARKING FACILITIES PART 2: OFF-STREET COMMERCIAL VEHICLE FACILITIES (AS2890.2-2002) FOR MEDIUM RIGID VEHICLES.



## THOMPSON STANBURY ASSOCIATES

PROPOSED RESTAURANT DEVELOPMENT

78 - 88 TENCH AVENUE

JAMISTONTOWN

MRV VEHICLE SWEEP PATH PLANS

SCALE: 1: 500

FILE: 14-086

DATE: 18/03/2015

SUPERSEDES  
SHEET/ISSUE

ISSUE

A

SHEET

5

## **APPENDIX 3**



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**THOMPSON  
STANBURY  
ASSOCIATES**

ABN: 79 943 737 368

TRAFFIC COUNTS AT: Tench Avenue, Penrith  
DATE: 5/09/14 & 6/09/14  
TIME: 11:00am-1:00pm, 4pm-6pm  
WEATHER: Fine

Time	Access 1		Access 2				Access 3		Access 4		Access 5	
	↑	↓	↓	↓	↑	↑	↓	↑	↓	↓	↑	↓
11.00 – 11.15am	1	4	0	0	0	0	0	0	4	1	1	1
11.15 – 11.30am	1	0	0	0	0	0	4	1	2	0	2	5
11.30 – 11.45am	1	1	0	0	0	0	2	3	2	1	0	1
11.45 – 12.00am	3	3	0	1	0	1	2	1	2	3	0	1
<b>Total</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>5</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>8</b>
12.00 – 12.15pm	0	3	0	0	0	0	2	4	1	1	0	2
12.15 – 12.30pm	2	3	0	0	0	0	1	3	1	4	3	1
12.30 – 12.45pm	1	0	0	0	0	0	2	5	1	0	3	0
12.45 – 1.00pm	1	1	0	0	0	0	8	0	3	0	0	2
<b>TOTAL</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>12</b>	<b>5</b>	<b>5</b>	<b>6</b>	<b>5</b>
4.00 – 4.15pm	0	0	0	3	0	0	7	0	5	5	0	4
4.15 – 4.30pm	1	2	1	2	0	1	2	2	0	4	0	0
4.30 – 4.45pm	1	1	1	0	0	0	1	6	1	3	2	1
4.45 – 5.00pm	0	2	0	0	0	0	5	2	1	3	1	2
<b>TOTAL</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>15</b>	<b>10</b>	<b>7</b>	<b>15</b>	<b>3</b>	<b>7</b>
5.00 – 5.15pm	0	1	0	0	0	1	4	1	1	0	1	0
5.15 – 5.30pm	1	2	0	0	0	0	1	3	1	1	1	2
5.30 – 5.45pm	0	0	0	0	0	0	2	5	4	5	0	3
5.45 – 6.00pm	0	0	0	0	0	2	7	3	2	7	1	3
<b>TOTAL</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>14</b>	<b>12</b>	<b>8</b>	<b>13</b>	<b>3</b>	<b>8</b>

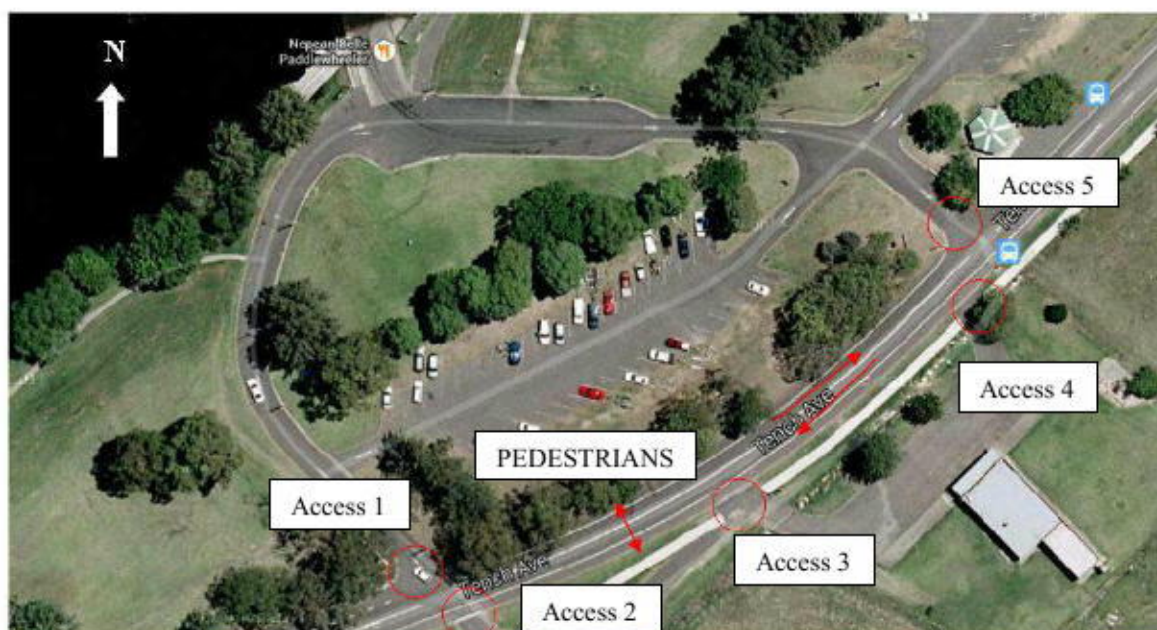


Figure 1- Access Driveways & Vehicular movement

Time	Through Movements		Pedestrians
	East	West	
11.00 11.15am	19	38	1
11.15 11.30am	9	55	3
11.30 11.45am	11	61	0
11.45 12.00am	7	59	1
<b>Total</b>	<b>46</b>	<b>213</b>	<b>5</b>
12.00 12.15pm	15	49	7
12.15 12.30pm	16	69	0
12.30 12.45pm	13	80	0
12.45 1.00pm	9	62	1
<b>TOTAL</b>	<b>53</b>	<b>260</b>	<b>8</b>
4.00 4.15pm	12	57	0
4.15 4.30pm	22	91	0
4.30 4.45pm	14	75	0
4.45 5.00pm	10	71	3
<b>TOTAL</b>	<b>58</b>	<b>294</b>	<b>3</b>
5.00 5.15pm	4	53	4
5.15 5.30pm	10	57	2
5.30 5.45pm	8	45	2
5.45 6.00pm	6	62	0
<b>TOTAL</b>	<b>28</b>	<b>217</b>	<b>8</b>



## **APPENDIX 4**

# MOVEMENT SUMMARY

 Site: Tench Avenue & Northern Access Driveway

Projected Weekend Peak  
Stop (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Tench Avenue South											
2	T1	48	5.0	0.029	1.1	LOS A	0.2	1.3	0.39	0.06	57.9
3	R2	5	5.0	0.029	6.8	LOS A	0.2	1.3	0.39	0.06	55.3
Approach		53	5.0	0.029	1.6	NA	0.2	1.3	0.39	0.06	57.6
North: Tench Avenue North											
7	L2	46	5.0	0.163	5.6	LOS A	0.0	0.0	0.00	0.09	57.3
8	T1	260	5.0	0.163	0.0	LOS A	0.0	0.0	0.00	0.09	59.2
Approach		306	5.0	0.163	0.9	NA	0.0	0.0	0.00	0.09	58.9
West: Tench Reserve Egress											
10	L2	5	5.0	0.013	9.4	LOS A	0.0	0.3	0.16	0.92	51.1
12	R2	6	5.0	0.013	8.9	LOS A	0.0	0.3	0.16	0.92	50.4
Approach		11	5.0	0.013	9.1	LOS A	0.0	0.3	0.16	0.92	50.7
All Vehicles		370	5.0	0.163	1.2	NA	0.2	1.3	0.06	0.11	58.4

Level of Service (LOS) Method: Delay (RTA NSW).

Vehicle movement LOS values are based on average delay per movement

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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**SIDRA  
INTERSECTION 6**



# MOVEMENT SUMMARY

**STOP** Site: Tench Avenue & Northern Access Driveway

Projected Weekday Peak  
Stop (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Tench Avenue South											
2	T1	44	5.0	0.031	1.4	LOS A	0.2	1.4	0.43	0.11	57.3
3	R2	9	5.0	0.031	7.1	LOS A	0.2	1.4	0.43	0.11	54.8
Approach		53	5.0	0.031	2.3	NA	0.2	1.4	0.43	0.11	56.9
North: Tench Avenue North											
7	L2	72	5.0	0.195	5.6	LOS A	0.0	0.0	0.00	0.12	57.1
8	T1	292	5.0	0.195	0.0	LOS A	0.0	0.0	0.00	0.12	58.9
Approach		364	5.0	0.195	1.1	NA	0.0	0.0	0.00	0.12	58.5
West: Tench Reserve Egress											
10	L2	7	5.0	0.010	9.0	LOS A	0.0	0.3	0.12	0.94	51.2
12	R2	3	5.0	0.010	8.5	LOS A	0.0	0.3	0.12	0.94	50.6
Approach		10	5.0	0.010	8.9	LOS A	0.0	0.3	0.12	0.94	51.0
All Vehicles		427	5.0	0.195	1.5	NA	0.2	1.4	0.06	0.14	58.1

Level of Service (LOS) Method: Delay (RTA NSW).

Vehicle movement LOS values are based on average delay per movement

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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**SIDRA  
INTERSECTION 6**

# MOVEMENT SUMMARY

 **Site: Tench Avenue & Central Site Access**

Projected Weekend Peak  
Stop (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Tench Avenue South											
2	T1	48	5.0	0.025	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		48	5.0	0.025	0.0	NA	0.0	0.0	0.00	0.00	60.0
East: Central Site Access											
4	L2	5	5.0	0.033	9.8	LOS A	0.1	0.8	0.37	0.89	51.1
6	R2	23	5.0	0.033	9.5	LOS A	0.1	0.8	0.37	0.89	50.9
Approach		28	5.0	0.033	9.6	LOS A	0.1	0.8	0.37	0.89	50.9
North: Tench Avenue North											
8	T1	266	5.0	0.141	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		266	5.0	0.141	0.0	NA	0.0	0.0	0.00	0.00	60.0
All Vehicles		342	5.0	0.141	0.8	NA	0.1	0.8	0.03	0.07	59.1

Level of Service (LOS) Method: Delay (RTA NSW).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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INTERSECTION 6**



# MOVEMENT SUMMARY

**STOP** Site: Tench Avenue & Central Site Access

Projected Weekday Peak  
Stop (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Tench Avenue South											
2	T1	43	5.0	0.023	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		43	5.0	0.023	0.0	NA	0.0	0.0	0.00	0.00	60.0
East: Central Site Access											
4	L2	2	5.0	0.013	9.9	LOS A	0.0	0.3	0.38	0.87	51.0
6	R2	9	5.0	0.013	9.6	LOS A	0.0	0.3	0.38	0.87	50.8
Approach		11	5.0	0.013	9.7	LOS A	0.0	0.3	0.38	0.87	50.9
North: Tench Avenue North											
8	T1	295	5.0	0.156	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		295	5.0	0.156	0.0	NA	0.0	0.0	0.00	0.00	60.0
All Vehicles		349	5.0	0.156	0.3	NA	0.0	0.3	0.01	0.03	59.6

Level of Service (LOS) Method: Delay (RTA NSW).

Vehicle movement LOS values are based on average delay per movement

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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**SIDRA**  
**INTERSECTION 6**

# MOVEMENT SUMMARY

**STOP** Site: Tench Avenue & Southern Site Access

Projected Weekend Peak  
Stop (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Tench Avenue South											
1	L2	4	5.0	0.032	6.5	LOS A	0.2	1.4	0.36	0.09	55.9
2	T1	48	5.0	0.032	0.9	LOS A	0.2	1.4	0.36	0.09	57.6
3	R2	6	5.0	0.032	6.4	LOS A	0.2	1.4	0.36	0.09	55.3
Approach		58	5.0	0.032	1.8	NA	0.2	1.4	0.36	0.09	57.2
East: Southern Site Access											
4	L2	6	5.0	0.038	10.2	LOS A	0.1	0.9	0.39	0.89	50.9
6	R2	22	5.0	0.038	9.7	LOS A	0.1	0.9	0.39	0.89	50.4
Approach		28	5.0	0.038	9.8	LOS A	0.1	0.9	0.39	0.89	50.5
North: Tench Avenue North											
7	L2	1	5.0	0.142	5.8	LOS A	0.8	5.9	0.16	0.02	57.3
8	T1	259	5.0	0.142	0.2	LOS A	0.8	5.9	0.16	0.02	59.2
9	R2	7	5.0	0.142	5.9	LOS A	0.8	5.9	0.16	0.02	56.5
Approach		267	5.0	0.142	0.4	NA	0.8	5.9	0.16	0.02	59.1
All Vehicles		353	5.0	0.142	1.3	NA	0.8	5.9	0.21	0.10	58.0

Level of Service (LOS) Method: Delay (RTA NSW).

Vehicle movement LOS values are based on average delay per movement

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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INTERSECTION 6**



# MOVEMENT SUMMARY

**STOP** Site: Tench Avenue & Southern Site Access

Projected Weekday Peak  
Stop (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Tench Avenue South											
1	L2	2	5.0	0.034	8.3	LOS A	0.2	1.7	0.55	0.13	54.8
2	T1	43	5.0	0.034	2.7	LOS A	0.2	1.7	0.55	0.13	56.5
3	R2	9	5.0	0.034	8.2	LOS A	0.2	1.7	0.55	0.13	54.2
Approach		54	5.0	0.034	3.8	NA	0.2	1.7	0.55	0.13	56.0
East: Southern Site Access											
4	L2	3	5.0	0.027	13.8	LOS A	0.1	0.6	0.59	0.94	48.8
6	R2	9	5.0	0.027	13.2	LOS A	0.1	0.6	0.59	0.94	48.3
Approach		12	5.0	0.027	13.3	LOS A	0.1	0.6	0.59	0.94	48.4
North: Tench Avenue North											
7	L2	1	5.0	0.308	5.8	LOS A	2.1	15.1	0.17	0.01	57.4
8	T1	575	5.0	0.308	0.2	LOS A	2.1	15.1	0.17	0.01	59.2
9	R2	5	5.0	0.308	5.9	LOS A	2.1	15.1	0.17	0.01	56.5
Approach		581	5.0	0.308	0.3	NA	2.1	15.1	0.17	0.01	59.2
All Vehicles		647	5.0	0.308	0.8	NA	2.1	15.1	0.21	0.03	58.7

Level of Service (LOS) Method: Delay (RTA NSW).

Vehicle movement LOS values are based on average delay per movement

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# Appendix D

## Operational Noise Impact Assessment





REPORT 13598R1

Revision 0

Operational Noise Impact Assessment  
Proposed Restaurant & Café Precinct Expansion  
78-88 Tench Avenue, Jamisontown

PREPARED FOR:  
C and S Sentas Pty Ltd  
c/o Stimson & Baker Planning  
Suite 21, The Broadwalk  
458 High Street  
Penrith NSW 2750

31 October 2014



# DA Operational Noise Impact Assessment

## Proposed Restaurant & Café Precinct Expansion

### 78-88 Tench Avenue, Jamisontown

#### PREPARED BY:

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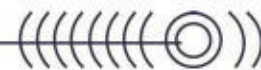
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Reference	Status	Date	Prepared	Checked	Authorised
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## 1 INTRODUCTION

Rodney Stevens Acoustics Pty Ltd (RSA) has been engaged by Stimson Consulting Pty Ltd on behalf of C and S Sentas Pty Ltd to conduct an Operational Noise Impact Assessment for the proposed Restaurant & Café Precinct expansion located at 78-88 Tench Avenue, Jamisontown, NSW. It is understood that the project site is currently occupied by a single storey building which is operated as a restaurant by The Coffee Club.

This assessment addresses the potential operational noise impacts associated with the proposed Restaurant & Café Precinct (Precinct) expansion on the amenity of neighbouring residences.

This report addresses the following noise impacts relating to the proposed development:

- Patron noise from the expanded Precinct on the amenity of neighbouring residences;
- Car park noise from the expanded Precinct on the amenity of neighbouring residences
- proposed external mechanical services plant on the amenity of neighbouring residences;

This assessment report will form part of the Development Application submission to Penrith City Council.

Specific acoustic terminology is used in this report. An explanation of common acoustic terms is provided in Appendix A.

## 2 PROPOSED PROJECT

### 2.1 Project Site

The project site is currently occupied by a single storey building which is operated as a restaurant by The Coffee Club. The proposed project site is bounded by Tench Avenue and an existing public car park to the north-west and greenfield sites to the north-east, south-east and south-west. The nearest residences are located north-east and south-west of the project site along Tench Avenue and Cross Road, at distances of approximately 220 metres and 250 metres (m) respectively.

The existing environment surrounding at the project site is mainly influenced by road traffic noise from the M4 Western Motorway and Tench Avenue. Figure 2-1 shows an aerial image of the project site and the surrounding environment.

### 2.2 Project Description

The project is to operate an expanded restaurant & café precinct at the existing restaurant premises at 78-88 Tench Avenue, Jamisontown. It is understood that the Precinct will be operating between 7:00 am and 12:00 midnight from Monday to Sunday. Figure 2-2 below are the site plan of the proposed precinct.



Figure 2-1 Site Location



Image Courtesy of Near Map © 2014.

Figure 2-2 Project Site Plan







### 3 BASELINE NOISE SURVEY

#### 3.1 Unattended Noise Monitoring

In order to characterise the existing noise environment of the immediate industrial area and the nearest residential area, unattended noise monitoring were conducted between the dates of Thursday 11 September and Thursday 18 September 2014 at the logging location shown in Figure 2-1. The noise logger set up at the project site is representative of the existing noise environment surrounding the project site and the nearest residences.

Logger location was selected with consideration to other noise sources which may influence readings, security issues for noise monitoring equipment and gaining permission for access from other landowners.

Instrumentation for the survey comprised of a RION NL-42 environmental noise logger (serial number: 133013) fitted with microphone windshields. Calibration of the logger was checked prior to and following measurements. Drift in calibration did not exceed  $\pm 0.5$  dB(A). All equipment carried appropriate and current NATA (or manufacturer) calibration certificates.

Measured data have been filtered to remove data measured during adverse weather conditions upon consultation with historical weather reports provided by the Bureau of Meteorology (BOM).

The logger determines  $L_{A1}$ ,  $L_{A10}$ ,  $L_{A90}$  and  $L_{Aeq}$  levels of the ambient noise.  $L_{A1}$ ,  $L_{A10}$ ,  $L_{A90}$  are the levels exceeded for 1%, 10% and 90% of the sample time respectively (see Glossary for definitions in Appendix A).

Detailed results at the monitoring location are presented in graphical format in Appendix B. The graphs show measured values of  $L_{A1}$ ,  $L_{A10}$ ,  $L_{A90}$  and  $L_{Aeq}$  for each 15-minute monitoring period.

#### 3.2 Data Processing to Assess Noise Emission

In order to assess noise emission from the proposed operations of the project site, the data obtained from the loggers have been processed in accordance with the procedures contained in the EPA's *Industrial Noise Policy* (INP) to establish representative noise levels that can be expected at the nearest residences and the immediate industrial area. The results of this analysis are presented in Table 3-1 below.

Table 3-1 Measured Ambient Noise Levels Corresponding to Defined INP Periods

Logger Location	Measurement Descriptor	Measured Noise Level – dB(A) re 20 $\mu$ Pa		
		Daytime 7.00 am - 6.00 pm	Evening 6.00 pm - 10.00 pm	Night-time 10.00 pm - 7.00 am
78-88 Tench Avenue Jamisontown	$L_{Aeq}$	55	52	52
	RBL (Background)	46	48	40

### 4 OPERATIONAL NOISE CRITERIA

This section presents noise criteria relating to noise emission which are applicable to the proposed change of usage.

#### 4.1 Industrial Noise Policy

The EPA oversees the INP was released in January 2000 which provides a framework and process for deriving noise criteria. The INP criteria for industrial noise sources (eg mechanical plant) have two (2) components:

- Controlling the intrusive noise impacts for residents and other sensitive receivers in the short term; and



- Maintaining noise level amenity for particular land uses for residents and sensitive receivers in other land uses.

#### 4.1.1 Assessing Intrusiveness

For assessing intrusiveness, the background noise generally needs to be measured. The intrusiveness criterion essentially means that the equivalent continuous noise level ( $L_{Aeq}$ ) of the source should not be more than 5 dB(A) above the measured Rated Background Level (RBL), over any 15 minute period. The assessment of intrusiveness only applies to residential receivers.

#### 4.1.2 Assessing Amenity

The amenity criterion is based on land use and associated activities (and their sensitivity to noise emission). The cumulative effect of noise from industrial sources needs to be considered in assessing the impact. The criteria relate only to other industrial-type noise sources and do not include road, rail or community noise. The existing noise level from industry is measured. If it approaches the criterion value, then noise levels from new industrial-type noise sources, (including air-conditioning mechanical plant) need to be designed so that the cumulative effect does not produce total noise levels that would significantly exceed the criterion. For areas of high road traffic, there are further considerations that influence the selection of the noise criterion

#### 4.1.3 Area Classification

The INP classifies the noise environment of the subject area as “Urban”. The INP characterises the “Urban” noise environment as an area that:

- Is dominated by “urban hum” or industrial source noise.
- Has through traffic with characteristically heavy and continuous traffic flows during peak periods.
- Is near commercial districts or industrial districts.
- Has any combination of the above.

#### 4.1.4 Project Specific Noise Emission Criteria

Having defined the area type, the processed results of the unattended noise monitoring have been used to generate project specific noise criteria.

In accordance with INP principles, because, in this case, the noise environment at the monitoring site used to establish industrial noise criteria is not controlled by industrial type noise sources, (it is largely aggregate urban hum and distant road traffic noise), the project specific noise levels, which are shown in bold in Table 4-1, are the lower of the ANL and intrusive criteria.

Table 4-1 Criteria for Operational Noise Emissions to Nearby Residences

Receiver Type	Time of Day	Noise Level dB(A) re 20 $\mu$ Pa				
		ANL (period)	Measured RBL <sup>2</sup> $L_{A90,15\text{minute}}$	Measured $L_{Aeq,15\text{minute}}$	INP Criteria	
					Intrusive	Amenity
					$L_{Aeq,15\text{minute}}$ Criterion for New Sources	$L_{Aeq,Period}$ Criterion for New Sources <sup>3</sup>
Residence	Day	60 <sup>1</sup>	46	55	<b>51<sup>4</sup></b>	58
	Evening	50 <sup>1</sup>	48	52	53	<b>46<sup>4</sup></b>
	Night	45 <sup>1</sup>	40	52	45	<b>35<sup>4</sup></b>

Note 1: ANL Acceptable Noise Level for an urban area

Note 2: RBL Rating Background Level

Note 3: Assuming existing noise levels unlikely to decrease

Note 4: Project Specific Criteria are shown in bold





In summary, the project specific noise emission criteria established by the INP for this site are:

- At Surrounding Residences on Cross Road and Tench Avenue –
  - Day 51 dB(A)
  - Evening 46 dB(A)
  - Night 35 dB(A)

## 4.2 Sleep Disturbance Criteria

There are currently no specific criteria for assessing sleep disturbance in NSW. Guidance to assess sleep disturbance has been taken from EPA's 'Application Notes - NSW Industrial Noise Policy'.

The Application Notes recommend the  $L_{A1, 1min}$  noise level from the proposed restaurant and café precinct should not exceed the background noise level ( $L_{A90, 15min}$ ) by more than 15 dB(A). The  $L_{A1, 1min}$  noise level is representative of a maximum noise level measured under fast time response.

The criterion is to be used as a guide to identify the likelihood of sleep disturbance, where the criterion is likely to not be met, a more detailed analysis is required including the extent to which the maximum or  $L_{A1, 1min}$  noise level exceeds the background noise level and the number of times this can happen during the night time period.

Table 4-2 details the adopted sleep disturbance criteria for residential receivers.

Table 4-2 Adopted sleep disturbance criteria for residential receivers

Receiver location	Night time RBL $L_{A90, 15min}$ , dB(A)	Sleep disturbance criteria $L_{A1, 1min}$ dB(A)
Residences to the north-east of the project site on Tench Avenue and residences to the west of the project site across from the M4 Western Motorway	40	55

Notes: Values expressed as dB (A)

$L_{A1, 1min}$  = Noise level exceeded for 1% of a 1-minute assessment period

## 5 ROAD NOISE POLICY CRITERIA

It is predicted by Thomson Stanbury Associates Pty Ltd (Project Traffic Consultant) that road traffic on Tench Avenue will potentially increase due to the proposed development. Therefore, assessment of road traffic noise impact on existing residences due to additional traffic on Tench Avenue will be required.

The EPA Road Noise Policy (RNP, 2011) provides the accepted criteria for limits on operational road noise (see Table 5-1). The proposed development would create additional traffic on existing roads and therefore falls under the requirements listed in the below table.

The noise goals should aim to be achieved at project opening and 10 years after project opening. The RNP relative increase criteria assess any increase in the total traffic noise level at a receiver due to the proposed project. The relative increase criteria is exceeded if the 'build option' noise levels increase by more than 12 dB(A) above the 'no-build option' noise levels. The 12 dB(A) relative increase criteria are not applicable to local roads. The RNP requires residential receivers to be considered 600 metres from the road centre line for the assessment of the relative increase criteria, which is applicable to this proposal.

Residences experiencing exceedances of the road traffic noise assessment criteria or the relative increase criteria should be considered for mitigation measures. However, it should be noted that the RNP also



recognises “in assessing feasible and reasonable mitigation measures an increase of up to 2 dB(A) represents a minor impact that is considered barely perceptible to the average person”.

Table 5-1 RNP Noise Assessment Criteria for Residential Land Use

Road Category	Type of Project	Noise Assessment Criteria – dB(A)		Relative Increase Criteria – dB(A)	
		Day (7 am – 10pm)	Night (10pm – 7am)	Day (7 am – 10pm)	Night (10pm – 7am)
Freeway / Arterial / Sub-Arterial Roads	Existing residence affected by additional traffic on existing freeway / arterial / sub-arterial roads generated by land use developments	L <sub>Aeq</sub> (15 hour) 60 (external)	L <sub>Aeq</sub> (9 hour) 55 (external)	Existing traffic  L <sub>Aeq</sub> (15 hour) +12 dB	L <sub>Aeq</sub> (9 hour) +12 dB (external)
Local Roads	Existing residence affected by additional traffic on existing local roads generated by land use developments	L <sub>Aeq</sub> (1 hour) 55 (external)	L <sub>Aeq</sub> (9 hour) 50 (external)	-	-

Other non-residential sensitive receivers in the vicinity of the proposed development have been identified to the Tench Reserve. The RNP criterion for open space for passive use has been presented in Table 5-2 below.

Table 5-2 RNP Noise Assessment Criteria for Non-Residential Land Use

Existing Sensitive Land Use	Assessment Criteria – dB(A)	
	Day (7 am – 10 pm)	Night (10 pm – 7 am)
Open Space (passive use)	L <sub>Aeq</sub> , (15hour) 55 (external) when in use	

## 6 OPERATIONAL NOISE IMPACT ASSESSMENT

### 6.1 Patron & Background Noise Assessment

#### 6.1.1 Typical Patron Vocal Levels

The following sections summarise the results of patron noise assessment and predicted levels at surrounding residential receivers as a result of the proposed operation of the outdoor seating areas (see Figure 2-2).

Calculations of the amount of noise transmitted to these receivers from the proposed outdoor seating area have been made based on a typical patron sound power spectrum as based on a Harris loud voice. The sound power levels are derived from Table 16.1 in “*Handbook of Acoustical Measurements and Noise Control*” by C.M. Harris. Harris indicates that a typical casual male voice is 53 dB(A) at 1 m, a typical normal voice is 58 dB(A) at 1 m, a typical raised voice is 65 dB(A) at 1 m, a typical loud voice is 75 dB(A) at 1 m and a shouting voice is 88 dB(A) at 1 m. Taking the standard conversion of adding 8 dB(A) to convert sound pressure level at 1 m to sound power level, the sound power level of a typical normal voice equates to 66 dB(A).

The sound power spectrum a patron talking with a vocal effort of normal voice is shown in Table 6-1 below:





Table 6-1 Typical Sound Power Level of 1 Person with Raised Voice -  $L_w$  - dB(A)

Scenario	Resultant Noise Level per Octave Band (dB)								Overall - dB(A)
	63Hz	125Hz	250Hz	500Hz	1kHz	2kHz	4kHz	8kHz	
1 Patron – Raised Vocal	46	47	57	64	62	56	52	43	66

This spectrum and overall noise level is believed to be a reasonable approximation of the typical “worst case” that could be expected from the operation of the proposed outdoor seating area.

#### 6.1.2 Patron Sound Power Levels

Based on a maximum number of 408 patrons in the seating areas and a maximum of 516 patrons in the internal seating areas, the following worst-case operational scenarios have also been assumed for our assessment:

- With 50 percent of the patrons talking at any one time, the worst case scenario will be 204 patrons talking in the outdoor seating areas at any one time.
- With 50 percent of the patrons talking at any one time, the worst case scenario will be 258 patrons talking in the internal seating areas at any one time.

Table 6-2 Sound Power Levels of People talking with Raised Voice -  $L_w$  - dB(A)

Scenario	Resultant Sound Power Level per Octave Band (dB)								Overall - dB(A)
	63Hz	125Hz	250Hz	500Hz	1kHz	2kHz	4kHz	8kHz	
204 Patrons in Outdoor Seating Areas – Normal Vocal	69	70	80	87	85	79	75	66	89
258 Patrons in Internal Seating Areas – Normal Vocal	70	71	81	88	86	80	76	67	90

The 32 Hz octave band has not been assessed due to the limited availability of transmission loss (TL) data in this low (bass) frequency band. It is also very likely that even if noise emission in this low frequency octave band exceeds the noise criterion; it will be very close to, if not below, the human threshold of hearing at the receivers.

Appropriate source sound power levels have been made for the varying distribution number of patrons.

These scenarios are considered to be representative of the “busier” periods typically encountered during the busy lunchtime and dinner time periods from approximately 12:00 pm to 2:00 pm and 6:00 pm to 8:00 pm respectively.

#### 6.1.3 Background Music Sound Power Level

Based on a typical background music in a restaurant/pub, the sound power level spectrum of typical background music is shown in Error! Reference source not found. below:

Table 6-3 Typical Sound Power Level of Typical Pub Background Music -  $L_w$  - dB(A)

Scenario	Resultant Sound Power Level per Octave Band (dB)								Overall - dB(A)
	63Hz	125Hz	250Hz	500Hz	1kHz	2kHz	4kHz	8kHz	
Typical Pub Background Music	84	89	84	84	82	75	67	63	86



The 32 Hz octave band has not been assessed due to the limited availability of transmission loss (TL) data in this low (bass) frequency band. It is also very likely that even if noise emission in this low frequency octave band exceeds the noise criterion; it will be very close to, if not below, the human threshold of hearing at the receivers.

#### 6.1.4 Patron and Background Music Noise Impacts

Predictive resultant noise spectrums have been calculated for patron and background music noise emission at nearest residential receivers are presented in Table 6-4. The following assumptions have been made in the noise modelling of the outdoor play area noise impacts on nearby residents:

- Source height of patrons are taken to be 1.5 metres above ground;
- Source height of background music are taken to be 2 metres above ground;
- Receiver heights for residents are taken to be 1.5 metres above ground;
- Predicted noise levels have made from the centre of the project site to within 1 metre of the nearest residential boundaries;
- Distance from the centre of the site to the nearest Tench Avenue residential boundary is approximately 130 metres;
- Distance from the centre of the site to the nearest residential boundary to the west of the site is approximately 290 metres;

Table 6-4 Patron and Background Music Noise Assessment at Nearby Noise Sensitive Receivers

Noise Source	Predicted Operational Noise Impact at Nearest Residents – dB(A)	
	Nearest Tench Avenue Residents at 130 metres from Centre of the Site	Nearest Residents Across M4 Motorway at 290 metres from Centre of the Site
Outdoor Seating Patron Talking	41.0	33.8
Internal Seating Patron Talking	31.3	24.6
Background Music	38.1	30.9
<b>Total Noise Level</b>	<b>43.1</b>	<b>36.0</b>

The combined Patron and Background Music noise impacts from the operation of the proposed restaurant and café precinct have been predicted to comply with the day and evening noise goals but predicted to exceed the night-time noise goal at the nearest Tench Avenue residents and the nearest residents to the west of the site.

#### 6.2 Car Park Operations Noise Impacts

Acoustic modelling of the car park noise emissions was carried out using the methodology of Bayerisches Landesamt für Umwelt's report *Parking Area Noise*. The *Parking Area Noise* prediction methodology utilises an  $L_{Aeq}$  based source sound power level that is representative of one complete vehicle movement in one hour for normal parking motions (i.e. entering the car park, searching for a car parking space, open and closing car doors, re-starting the engine and exiting the car park). Hence the major variables accounted for in this





methodology include the number of vehicle movements, the location of the car park relative to noise sensitive receivers and the surface finish (e.g. sealed asphalt, unsealed gravel etc.).

The following most appropriate assumptions from the *Parking Area Noise* methodology have been used to predict car park noise impacts at nearest residences:

- Total car parking spaces – 232 (61 existing and 171 proposed);
- $L_{w0}$  – 65 (As no restaurant parking area type provided,  $L_{w0}$  for “Parking area near a purchase market” has been used. Refer to Table 30 of Section 7.1.5 of *Parking Area Noise*);
- $K_{PA}$  – 3 (Parking area type for “Restaurants” used. Refer to Table 34 of Section 8.1 of *Parking Area Noise*);
- $K_i$  – 4 (Parking area type for “Restaurants” used. Refer to Table 34 of Section 8.1 of *Parking Area Noise*);
- $K_{Stro}$  – 0 (for asphalt driving lanes used. Refer to Section 8.2.1 of *Parking Area Noise*);
- $N_{day}$  – 0.12 (Parking area type for “Restaurants in rural district” used. Refer to Table 33 of Section 8.1 of *Parking Area Noise*);
- $N_{night}$  – 0.03 (Parking area type for “Restaurants in rural district” used. Refer to Table 33 of Section 8.1 of *Parking Area Noise*);

#### 6.2.1 Predicted Car Park Operational Noise

Predicted noise levels from the operation of the multi-storey car park are presented in Table 6-5 below.

Table 6-5 Predicted Noise Levels at Nearest Sensitive Receivers

Receiver	Receiver Type	Period	Predicted Noise Level – dB(A)		INP Criteria – dB(A)		Exceedance – dB(A)	
			$L_{Aeq, 15 \text{ minute}}$	$L_{Aeq, \text{Period}}$	Intrusive $L_{Aeq, 15 \text{ minute}}$	Amenity $L_{Aeq, \text{Period}}$	Intrusive $L_{Aeq, 15 \text{ minute}}$	Amenity $L_{Aeq, \text{Period}}$
Nearest Tench Avenue Residents at 130 metres from Centre of the Site	Residential	Day	49	45	51	58	-	-
		Evening	-	-	53	46	n/a <sup>1</sup>	n/a <sup>1</sup>
		Night	43	39	45	35	-	-
Nearest Residents Across M4 Motorway at 290 metres from Centre of the Site	Residential	Day	42	38	51	58	-	-
		Evening	-	-	53	46	n/a <sup>1</sup>	n/a <sup>1</sup>
		Night	36	32	45	35	-	-

Note 1: Noise Levels for the evening period are not covered in the Parking Area Noise prediction methodology and are therefore not provided.



It is noted that the operational noise levels at the nearest residential receivers predicted using the *Parking Area Noise* methodology comply with the project noise goals as presented in Table 4-1 for normal parking motions. As the restaurant and café precinct car park noise levels are predicted to comply with the noise limits during the daytime and night-time periods, it can be assumed that the noise levels during the evening period are likely to achieve compliance.

### 6.3 Combined Operational Noise Impacts

Predicted combined operational noise levels of the proposed restaurant and café precinct at nearest residences are detailed in Table 6-6.

The predicted noise impacts are representative of peak worse case operational noise levels where maximum number of patrons talking, the background music is operating and the car park operation are occurring simultaneously. A reduction in predicted noise impacts would be expected where fewer patrons and lesser vehicle movement are occurring simultaneously.

Table 6-6 Predicted Combined Operational Noise Impacts at Receivers

Receiver	Period	Predicted $L_{Aeq,15min}$ noise impacts – dB(A)						Compliance	
		Patron & Background Music	Car Park Vehicle Movement		Overall		Noise Criterion		
			Intrusive	Amenity	Intrusive	Amenity	Intrusive		Amenity
Nearest Tench Avenue Residents, East of Project Site	Day	43	49	45	50	47	51	58	Yes
	Evening		49 <sup>1</sup>	45 <sup>1</sup>	50	47	53	46	Yes <sup>2</sup>
	Night		43	39	46	45	45	35	No
Nearest Residents West of Project Site, Across M4 Motorway	Day	36	42	38	43	40	51	58	Yes
	Evening		42 <sup>1</sup>	38 <sup>1</sup>	43	40	53	46	Yes
	Night		36	32	39	38	45	35	No

Note 1: Daytime intrusive and amenity car park noise levels have been used to assess the evening criteria.

Note 2: A minor 1 dB(A) exceedance has been predicted and considered to be acoustically insignificant. This is because a 1 dB change in noise level is not perceivable by the average human hearing. Hence, the predicted noise impact is considered to be achieve compliance.

#### 6.3.1 Discussion

Noise impacts from the operation of the proposed restaurant and café precinct, which includes patrons talking, background music, car park vehicle movements, are predicted to comply with the INP day and evening noise criteria at nearest residences.

However, operational noise impacts are predicted to exceed the INP night-time noise criteria at the nearest residences. Exceedances of the night-time criteria have been predicted to be up to 10 dB(A) at the nearest residences.





## 6.4 Car Park Sleep Disturbance Noise Impact

Spreadsheet noise propagation calculations have been undertaken in order to predict the  $L_{A1,60 \text{ Seconds}}$  noise levels from car park activities such as door closing, car accelerating, engine starts etc., at surrounding sensitive receivers. The  $L_{A1,60 \text{ Second}}$  is comparable to the typical maximum noise level of a particular event. The  $L_{A1,60 \text{ second}}$  noise levels are used to for assessment against the sleep disturbance screening levels discussed in Section 4.2.

Table 6-7 Typical Maximum Sound Power Level of Short-term Car Event

Source	Typical Maximum Sound Power Level – dB(A)
Car Accelerating	93 to 98
Car Starting	91 to 97
Car Door Closing	88 to 93
Car Moving	83 to 90

The predicted  $L_{A1,60 \text{ Second}}$  noise levels from the nearest car parking space to the nearest residential façade are presented in Table 6-8.

Table 6-8 Predicted Maximum Noise Events from Car Park at Residential Receivers

Receiver	Noise Source	Maximum Noise Level $L_{A1,60 \text{ second}} - \text{dB(A)}^1$	Sleep Disturbance External Screening Assessment Level
Tench Avenue Residents to the East of the Project Site	Car Accelerating	40 to 48	55
	Car Starting	41 to 47	
	Car Door Closing	38 to 43	
	Car Moving	33 to 40	
Residents to the West of the Project Site, Across from M4 Motorway	Car Accelerating	33 to 41	55
	Car Starting	34 to 40	
	Car Door Closing	31 to 36	
	Car Moving	26 to 33	

The predicted  $L_{A1,60 \text{ second}}$  noise levels comply with the 55 dB(A) sleep disturbance criteria during car accelerating, car starting and car door closing events at nearby residences.

Based on the predicted compliance of the maximum car park noise impacts, no additional noise control will be required.

## 7 ADDITIONAL ROAD TRAFFIC NOISE ASSESSMENT

Existing sensitive receivers that may potentially be impacted by additional road traffic from the proposed development have been identified to be residences along Tench Avenue. Based on the "PARKING & TRAFFIC IMPACT ASSESSMENT, PROPOSED RESTAURANT PRECINCT, 78-88 TENCH AVENUE, JAMISONTOWN" report (reference: 14-086), dated October 2014, prepared by Thompson Stanbury Associates, the traffic volumes on Tench Avenue with and without the proposed development have been summarised in Table 7-1 below.



Table 7-1 Road Traffic Volume Summary on Surrounding Roads

Road	Total Vehicle Without Development		Total Vehicle With Development		Maximum Percentage Increase	Worst Case Increase in Noise Level – dB(A)
	Weekday Peak Hour	Weekend Peak Hour	Weekday Peak Hour	Weekend Peak Hour		
Tench Avenue	388	329	432	376	14%	< 1

The projected increases in traffic volume would increase the road traffic noise at existing residences on Tench Avenue and Tench Reserve by less than 1 dB(A).

This potential increase of less than 2 dB(A), according to the RNP, represents a minor impact that is considered barely perceptible to the average person. Therefore, road traffic noise impact from additional traffic on Tench Avenue generated by the proposed development is considered to satisfy the RNP criteria established in Section 5.

## 8 NOISE CONTROL RECOMMENDATIONS

Based on the predicted operational noise impacts exceedances (refer Table 6-6) the following noise management and control measures are recommended to ensure that the precinct operates in compliant manner:

- The hours of operation of the proposed restaurant and café precinct be restricted to between 7:00 am and 10:00 pm. The operator of the precinct should also ensure that the car park only operates during the above specified time period.
- An electronic frequency dependant limiting device should be installed to the sound system to ensure that the amplified background music is set to the limit the background music to the levels set out Table 8-1 below. Ensure that speakers are arranged to face into the precinct and should not be facing out towards any resident.

Table 8-1 Background Music Limiting Levels

Resultant L10 Noise Level at 1 metre per Octave Band (dB)								Overall LA10 dB(A)
63Hz	125Hz	250Hz	500Hz	1kHz	2kHz	4kHz	8kHz	
83	88	83	83	81	74	66	62	85

## 9 CONCLUSION

Rodney Stevens Acoustics Pty Ltd has conducted a DA stage noise impact assessment of the proposed restaurant and café precinct at 78-88 Tench Avenue, Jamisontown.

This assessment has been carried out in accordance with NSW EPA *Industrial Noise Policy* and this report is to form part of a Development Application for the site to Penrith City Council. A noise impact assessment has been conducted in relation to the proposed restaurant and café precinct operations specifically noise impacts from the patrons talking, background music and car park vehicle movement.

An assessment of the road traffic noise impact from additional road traffic generated by the proposed precinct has also been conducted. The assessment based on peak hour traffic volumes has determine that road traffic noise impacts from additional traffic on existing receivers generated by the proposed development will potentially satisfy the RNP criteria





Based on the above assessment of worst case scenario, RSA deems the project site to be suitable for operation, provided that the noise control measures recommended in Section 8 of this report are implemented.

Approved:-

Rodney Stevens

Principal



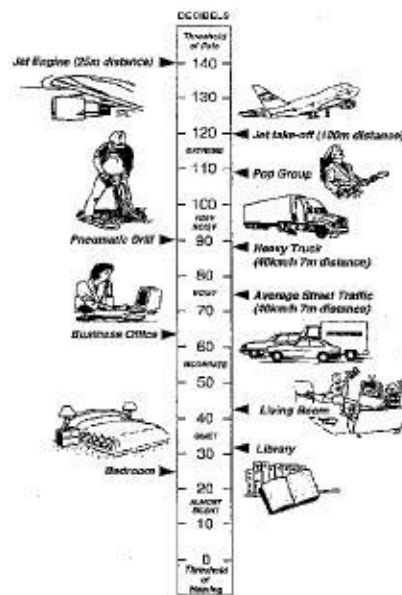
## Appendix A – Acoustic Terminology

A-weighted sound pressure	The human ear is not equally sensitive to sound at different frequencies. People are more sensitive to sound in the range of 1 to 4 kHz (1000 – 4000 vibrations per second) and less sensitive to lower and higher frequency sound. During noise measurement an electronic ' <i>A-weighting</i> ' frequency filter is applied to the measured sound level <i>dB(A)</i> to account for these sensitivities. Other frequency weightings (B, C and D) are less commonly used. Sound measured without a filter is denoted as linear weighted <i>dB(linear)</i> .
Ambient noise	The total noise in a given situation, inclusive of all noise source contributions in the near and far field.
Community annoyance	<p>Includes noise annoyance due to:</p> <ul style="list-style-type: none"><li>■ character of the noise (e.g. sound pressure level, tonality, impulsiveness, low-frequency content)</li><li>■ character of the environment (e.g. very quiet suburban, suburban, urban, near industry)</li><li>■ miscellaneous circumstances (e.g. noise avoidance possibilities, cognitive noise, unpleasant associations)</li><li>■ human activity being interrupted (e.g. sleep, communicating, reading, working, listening to radio/TV, recreation).</li></ul>
Compliance	The process of checking that source noise levels meet with the noise limits in a statutory context.
Cumulative noise level	The total level of noise from all sources.
Extraneous noise	Noise resulting from activities that are not typical to the area. Atypical activities may include construction, and traffic generated by holiday periods and by special events such as concerts or sporting events. Normal daily traffic is not considered to be extraneous.
Feasible and reasonable measures	<p>Feasibility relates to engineering considerations and what is practical to build; reasonableness relates to the application of judgement in arriving at a decision, taking into account the following factors:</p> <ul style="list-style-type: none"><li>■ Noise mitigation benefits (amount of noise reduction provided, number of people protected).</li><li>■ Cost of mitigation (cost of mitigation versus benefit provided).</li><li>■ Community views (aesthetic impacts and community wishes).</li><li>■ Noise levels for affected land uses (existing and future levels, and changes in noise levels).</li></ul>
Impulsiveness	Impulsive noise is noise with a high peak of short duration or a sequence of these peaks. Impulsive noise is also considered annoying.





Low frequency	Noise containing major components in the low-frequency range (20 to 250 Hz) of the frequency spectrum.
Noise criteria	The general set of non-mandatory noise levels for protecting against intrusive noise (for example, background noise plus 5 dB) and loss of amenity (e.g. noise levels for various land use).
Noise level (goal)	A noise level that should be adopted for planning purposes as the highest acceptable noise level for the specific area, land use and time of day.
Noise limits	Enforceable noise levels that appear in conditions on consents and licences. The noise limits are based on achievable noise levels, which the proponent has predicted can be met during the environmental assessment. Exceedance of the noise limits can result in the requirement for either the development of noise management plans or legal action.
Performance-based goals	Goals specified in terms of the outcomes/performance to be achieved, but not in terms of the means of achieving them.
Rating Background Level (RBL)	The rating background level is the overall single figure background level representing each day, evening and night time period. The rating background level is the 10 <sup>th</sup> percentile min L <sub>A90</sub> noise level measured over all day, evening and night time monitoring periods.
Receptor	The noise-sensitive land use at which noise from a development can be heard.
Sleep disturbance	Awakenings and disturbance of sleep stages.
Sound and decibels (dB)	<p>Sound (or noise) is caused by minute changes in atmospheric pressure that are detected by the human ear. The ratio between the quietest noise audible and that which should cause permanent hearing damage is a million times the change in sound pressure. To simplify this range the sound pressures are logarithmically converted to decibels from a reference level of <math>2 \times 10^{-5}</math> Pa.</p> <p>The picture below indicates typical noise levels from common noise sources.</p>



dB is the abbreviation for decibel – a unit of sound measurement. It is equivalent to 10 times the logarithm (to base 10) of the ratio of a given sound pressure to a reference pressure.

Sound power Level (SWL)

The sound power level of a noise source is the sound energy emitted by the source. Notated as SWL, sound power levels are typically presented in  $dB(A)$ .

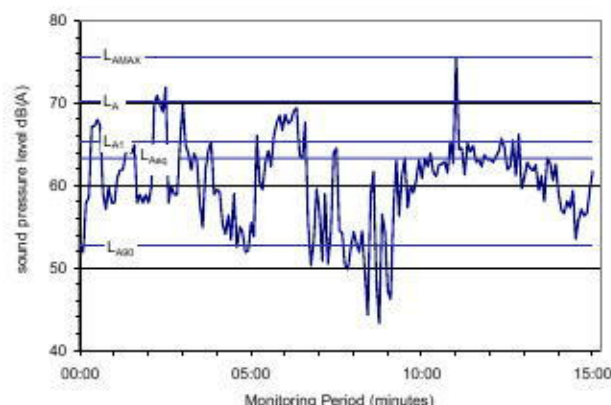
Sound Pressure Level (SPL)

The level of noise, usually expressed as SPL in  $dB(A)$ , as measured by a standard sound level meter with a pressure microphone. The sound pressure level in  $dB(A)$  gives a close indication of the subjective loudness of the noise.

Statistic noise levels

Noise levels varying over time (e.g. community noise, traffic noise, construction noise) are described in terms of the statistical exceedance level.

A hypothetical example of A weighted noise levels over a 15 minute measurement period is indicated in the following figure:



Key descriptors:

$L_{max}$  Maximum recorded noise level.



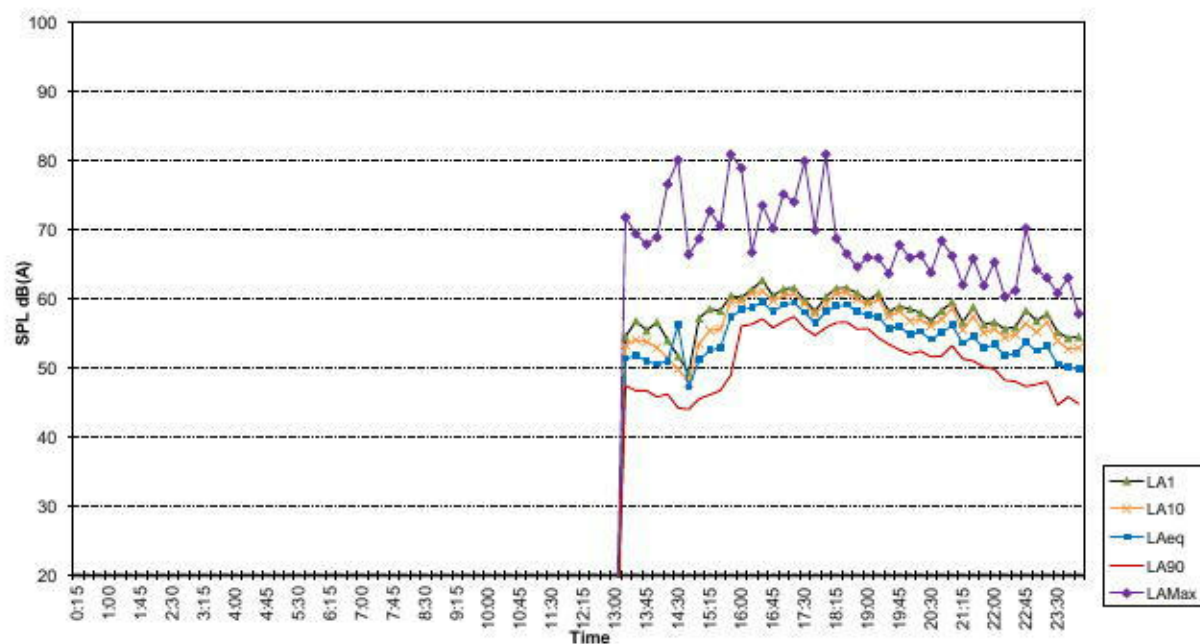


<b>L<sub>A1</sub></b>	The noise level exceeded for 1% of the 15 minute interval.
<b>L<sub>A10</sub></b>	Noise level present for 10% of the 15 minute interval. Commonly referred to the average maximum noise level.
<b>L<sub>Aeq</sub></b>	Equivalent continuous (energy average) A-weighted sound pressure level. It is defined as the steady sound level that contains the same amount of acoustic energy as the corresponding time-varying sound.
<b>L<sub>A90</sub></b>	Noise level exceeded for 90% of time (background level). The average minimum background sound level (in the absence of the source under consideration).
<b>Threshold</b>	The lowest sound pressure level that produces a detectable response (in an instrument/person).
<b>Tonality</b>	Tonal noise contains one or more prominent tones (and characterised by a distinct frequency components) and is considered more annoying. A 2 to 5 dB(A) penalty is typically applied to noise sources with tonal characteristics

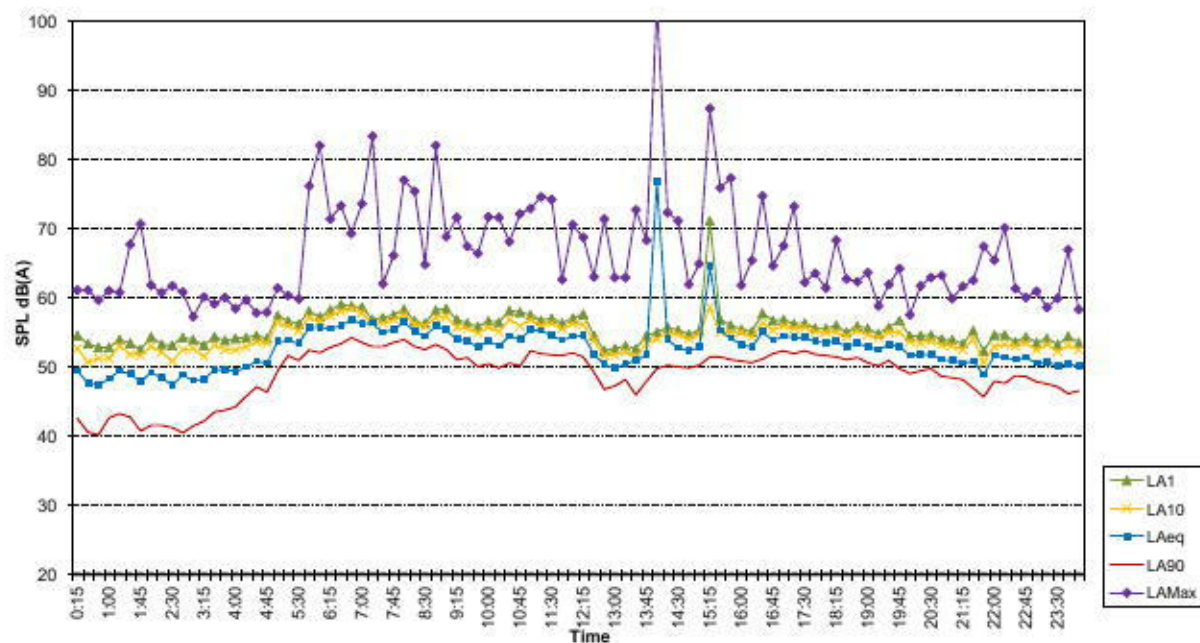


## Appendix B – Baseline Noise Survey Graphs

Location - 78-88 Tench Avenue, Jamisontown  
Measured Noise Levels - Thursday 11/09/2014



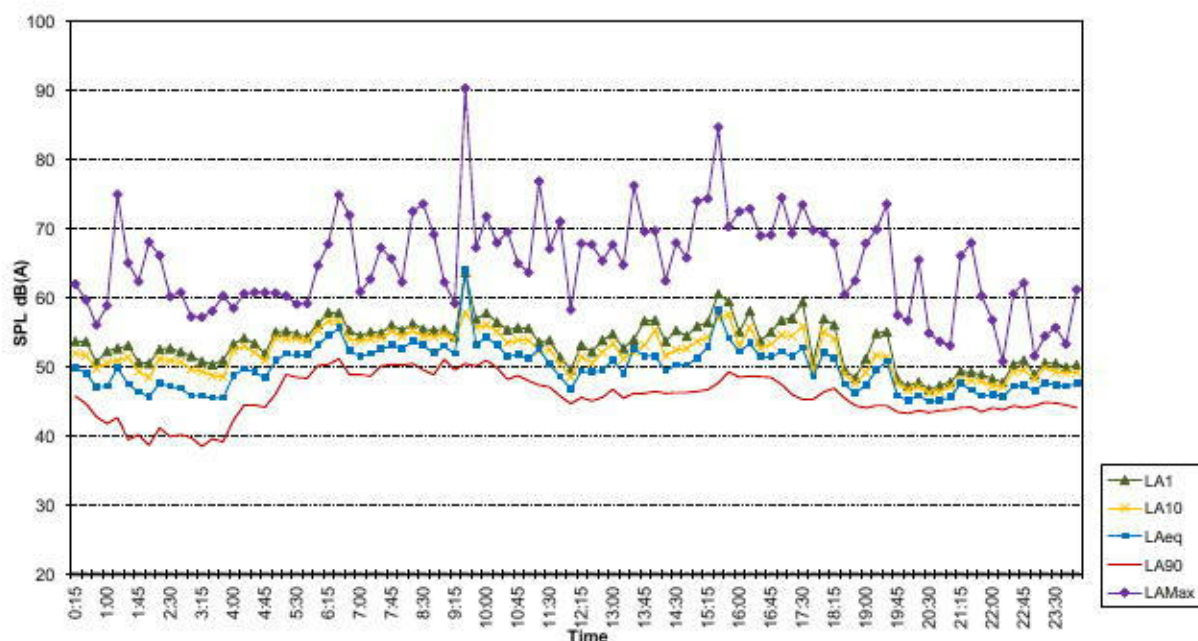
Location - 78-88 Tench Avenue, Jamisontown  
Measured Noise Levels - Friday 12/09/2014



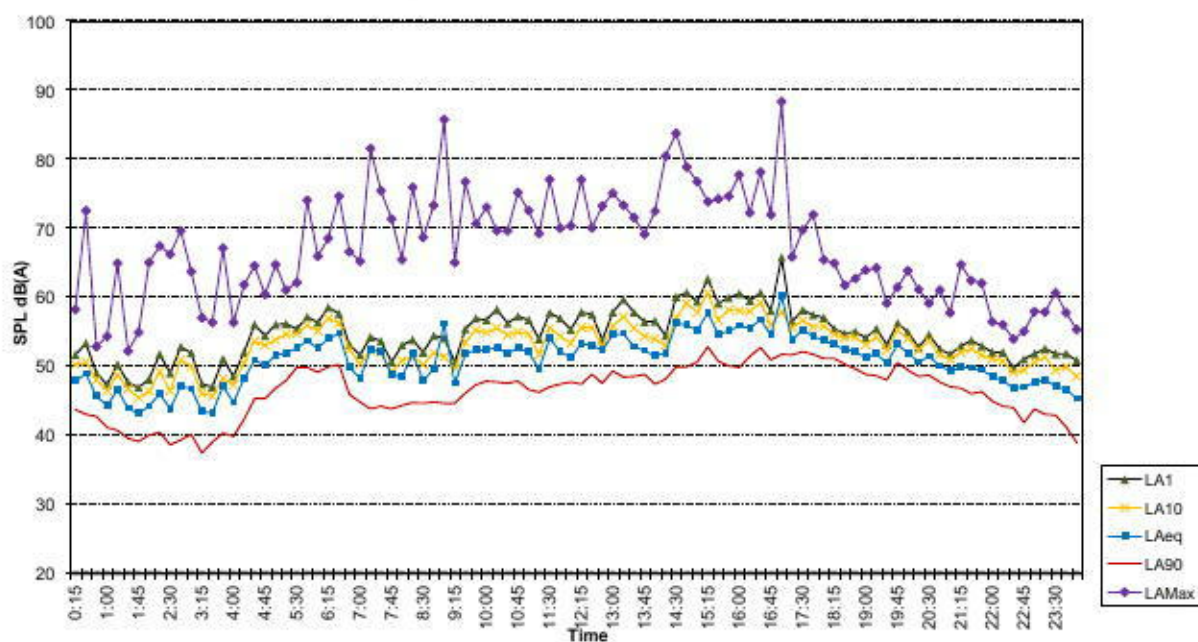




Location - 78-88 Tench Avenue, Jamisontown  
Measured Noise Levels - Saturday 13/09/2014

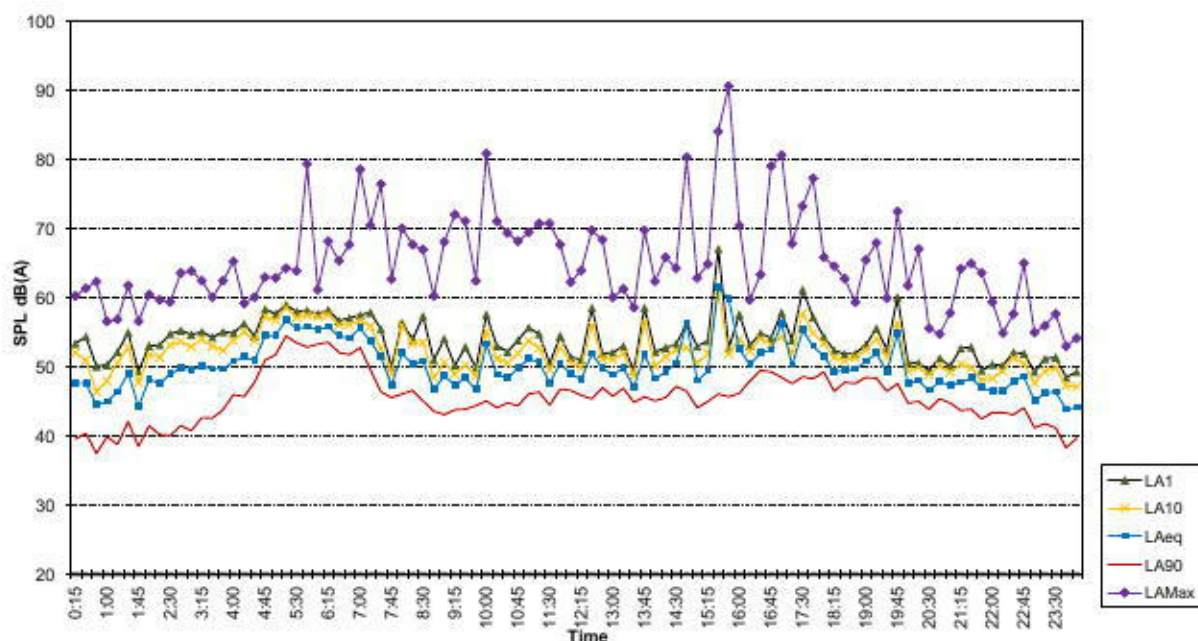


Location - 78-88 Tench Avenue, Jamisontown  
Measured Noise Levels - Sunday 14/09/2014

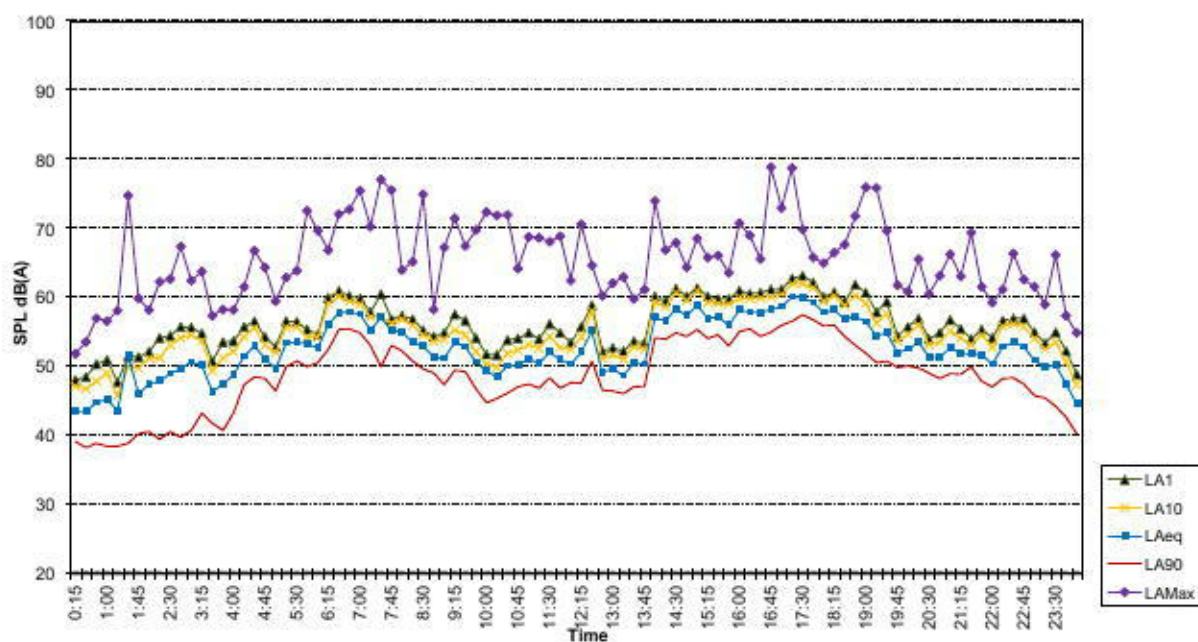




Location - 78-88 Tench Avenue, Jamisontown  
Measured Noise Levels - Monday 15/09/2014



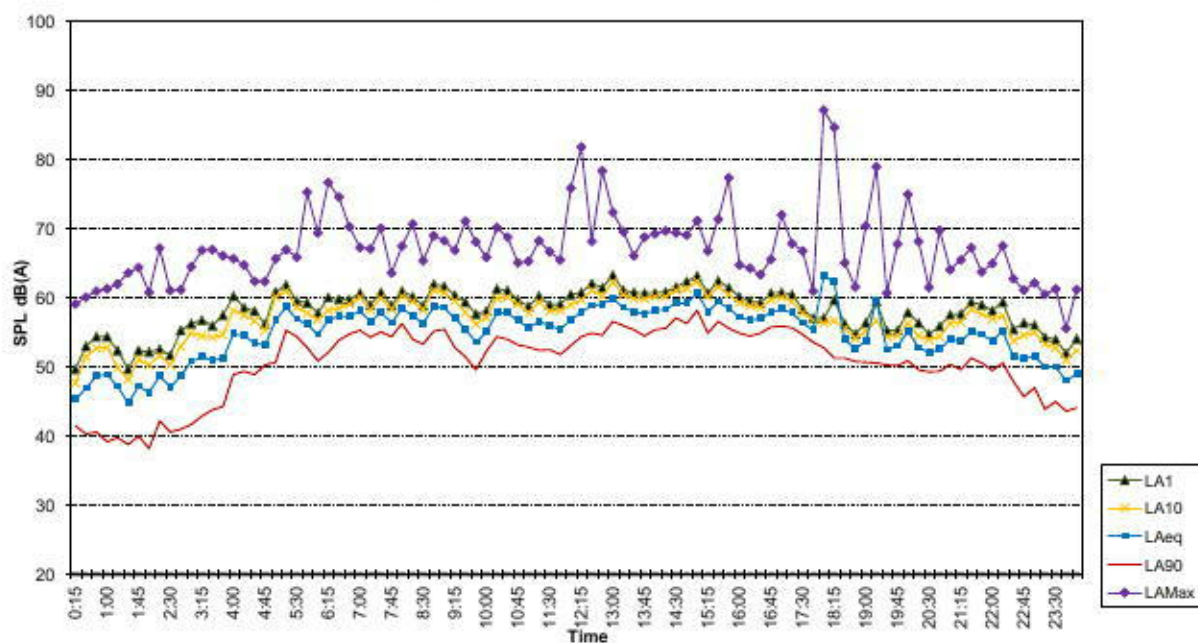
Location - 78-88 Tench Avenue, Jamisontown  
Measured Noise Levels - Tuesday 16/09/2014



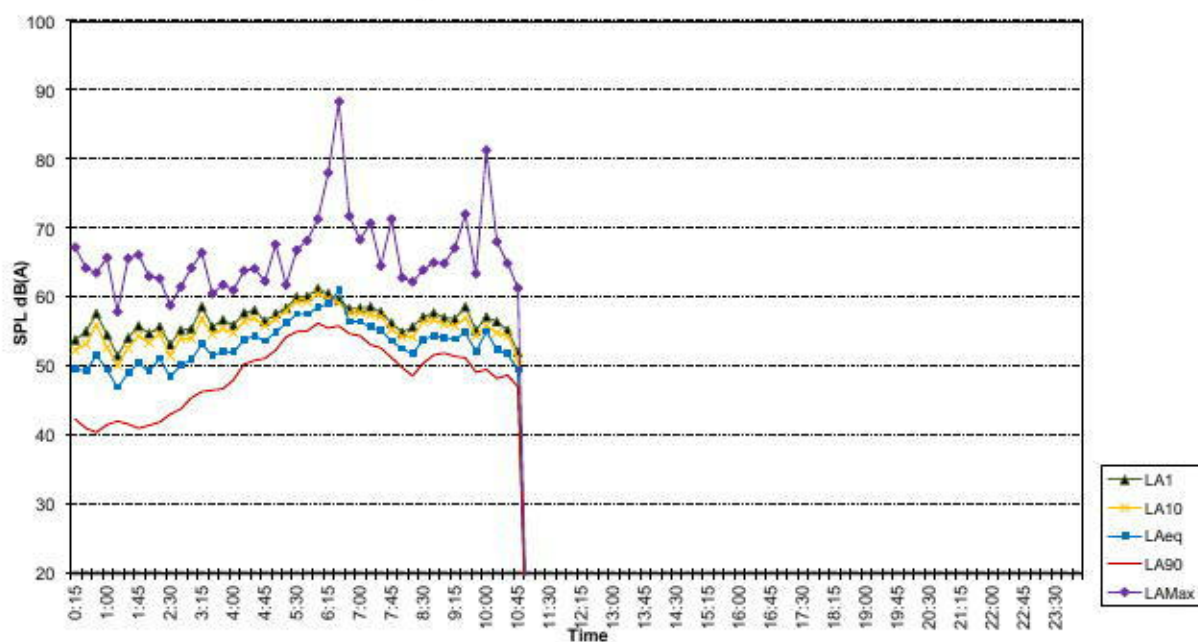




Location - 78-88 Tench Avenue, Jamisontown  
Measured Noise Levels - Wednesday 17/09/2014



Location - 78-88 Tench Avenue, Jamisontown  
Measured Noise Levels - Thursday 18/09/2014





## Appendix C – Calibration Certificate



**Acoustic  
Research  
Labs Pty Ltd**

Level 7 Building 2 423 Pennant Hills Rd  
Pennant Hills NSW AUSTRALIA 2120  
Ph: +61 2 9484 0800 A.B.N. 65 160 399 119  
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### Calibration Certificate

Number : C13302

Client Details : Rodney Stevens Acoustics Pty Ltd

1 Majura Close  
St Ives Chase NSW 2075

Equipment Tested/ Model Number : Rion NL-42

Instrument Serial Number : 00133013

Microphone Serial Number : 144601

Preamplifier Serial Number : 23060

Ambient Temperature : 24°C

Relative Humidity : 45%


Barometric Pressure : 101.8 kPa

Calibration Technician : Adrian Walker

Calibration Date : 07-June-2013

Secondary Check by : Luke Hudson

Report Issue Date : 11-June-2013

Approved Signatory : 

Tested To : AS12 59.1:1990

AS12 59.2:1990

Comments : All tests passed for type 2

Clause and Characteristic Tested	Result	Clause and Characteristic Tested	Result
10.2.2: Absolute sensitivity	Pass	10.4.3: Time weighting characteristic II	Pass
10.2.3: Frequency weighting	Pass	10.4.5: R.M.S performance	Pass
10.3.2: Overload indications	Pass	9.3.2: Time averaging	Pass
8.9: Detector-indicator linearity	Pass	9.3.5: Overload indication	Pass
8.10: Differential level linearity	Pass		
10.3.4: Inherent weighted system noise level	Pass		
10.4.2: Time weighting characteristics F and S	Pass		



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## Appendix E

### Access Report

**ACCESS REPORT  
RESTAURANT PRECINCT  
78-88 TENCH AVENUE  
JAMISONTOWN NSW 2750**



Prepared by

**iAccess Consultants**

A division of Seidman & Associates Pty Ltd

ABN 37 002 648 615

Revision [A]

**12 March 2015**



Project: ACCESS REPORT  
RESTAURANT PRECINCT  
78-88 TENCH AVENUE  
JAMISONTOWN NSW 2750

Document Type: Access Report

Report Number: IAC-228

The following report register documents the development and issue of this and each subsequent report(s) undertaken by iAccess Consultants.

The technical and intellectual content contained herein remain the property of iAccess Consultants and have been prepared and may only be used for the development / buildings being the subject of this report.

Revision History:

Our Reference	Rev	Remarks	Issue Date
IAC-228	-	Report prepared and issued to client	18 August 2014
IAC-228	A	New scheme assessed, report prepared and issued to client	12 March 2015



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Livable Housing Registered Assessor 10041



iAccess Consultants is a division of Seidman & Associates Pty Ltd ABN 37 002 648 615

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## Executive Summary

This access report has been prepared to accompany the Development Application for the retail development proposed to be constructed at 78-88 Tench Avenue Jamisontown NSW 2750. The proposed development comprises:

- Nine (9) new restaurant tenancies in addition to the existing Coffee Club tenancy
- Terraced outdoor seating areas
- Carparking for 168 vehicles (including 4 accessible parking spaces)
- Loading Dock facilities
- Open parkland and play areas incorporating picnic shelters and bench seating

The proposed development proposes a new restaurant precinct incorporating the existing Coffee Club building presently located on the site.

Carparking for this development has been provided as on-grade car parking. The plan indicates four (4) accessible parking spaces being provided for this development.

For the purposes of this access report the designated back of house and kitchen areas have been designated as not being accessible in accordance with the concessions available as nominated at Clause D3.4 of the BCA. It is considered that the activity undertaken in these areas is likely to pose a safety risk to persons with a disability and therefore these areas are considered not to be accessible to people with disabilities.

Tenancy T9 is a small tenancy located at first floor level. The floor area of the tenancy is less than 200sqm therefore in accordance with the provisions of Clause D3.3(f)(ii) of the BCA accessible access is not required to be provided to this first floor tenancy.

The non-slip properties of the external pavement finishes will need to comply with the provisions of HB197 and BCA Table D2.14. Details of compliance will need to be demonstrated as part of the Construction Certificate documentation.

## Alternative Design Solution

This revised design proposal indicates a stepped piazza section between the existing Coffee Club Tenancy and Tenancies 2-4. The use of this stepped area is for outdoor seating. The design as proposed indicates continuous steps for the length of the Piazza.

The provisions of AS1428.1:2009 require the installation of TGSIs along the edge of the steps to warn individuals with accessible needs of the potential of a hazard.

Given the design of the space the available pavement would be covered in TGSIs which defeats the purpose of the provision of the TGSIs.

It will be essential that an Alternative Design Solution be prepared as part of the Construction Certificate documentation to address the deletion of the TGSIs to the steps in the Piazza zone of this development.

The provision of compliant nosing details to the steps in the Piazza zone will remain a requirement to be satisfied.

## Declaration

This report confirms that the provisions for compliance with the accessible requirements nominated in the Disability (Access to Premises – Building) Standard 2010 have been incorporated into the design proposed. The detail of the requirements of the Standard will need to be demonstrated in the detailed design associated with the Construction Documentation process and with the Development Applications developed for the incoming tenants.

## Disability Discrimination Act 1992

Section 23 of the Disability Discrimination Act 1992 states:



*It is unlawful for a person to discriminate against another person on the ground of the other person's disability:*

- a) by refusing to allow the other person access to, or the use of, any premises that the public or a section of the public is entitled or allowed to enter or use (whether for payment or not); or*
- b) in the terms or conditions on which the first-mentioned person is prepared to allow the other person access to, or the use of, any such premises; or*
- c) in relation to the provision of means of access to such premises; or*
- d) by refusing to allow the other person the use of any facilities in such premises that the public or a section of the public is entitled or allowed to use (whether for payment or not); or*
- e) in the terms or conditions on which the first-mentioned person is prepared to allow the other person the use of any such facilities; or*
- f) by requiring the other person to leave such premises or cease to use such facilities.*

The Disability Discrimination Act 1992 is complaints based legislation and the Commissioner once having heard and assessed the level of discrimination may issue orders to rectify.

### **Legislative framework**

The legislation addressing accessibility is documented in the following Act, Code and Standards:

- Disability Discrimination Act 1992
- Disability (Access to Premises - Buildings) Standards 2010 (DDA 1992)
- National Construction Code (BCA 2015)
- AS1428.1:2009      Design for access and mobility - General requirements for access - New building work
- AS1428.2:1992      Design for access and mobility - Enhanced and additional requirements - Buildings and facilities
- AS1428.4.1:2009      Design for access and mobility - Means to assist the orientation of people with vision impairment - Tactile ground surface indicators
- AS2890.6:2009      Parking facilities - Off-street parking for people with disabilities

### **Access Report**

The access Report following has adopted the headings of the Disability (Access to Premises) Standard 2010. The Standard provides a framework for analysis and when coupled with the technical provisions of the Building Code of Australia, the AS1428 and AS2890.6 Australian Standards provide certainty and direction to address accessibility compliance.

### **Architectural Documentation**

The following documents prepared by Morson Architects form the basis of this access report:

<b>Drawing No</b>	<b>Revision</b>	<b>Title</b>
DA01	7P	Site Context and Analysis Plans
DA10	10P	Proposed Ground Floor Plan
DA11	4P	Proposed Roof and Upper level Floor Plan
DA20	4P	Elevations and Sections
DA25	1P	3D views
LPDA 15-159/1	A	Landscape Plan

### **Australian Standards**

The National Construction Code 2015 incorporates the Building Code of Australia. AS1428.1 has been referenced within the Building Code as a Standard requiring compliance.

AS1428.2:1992 *Design for Access and Mobility – Enhanced and additional Requirements – Buildings and Facilities* is not referenced by the Building Code. The Standard does however describe many enhanced accessible features which should be considered and incorporated where possible when planning new facilities.

Specifically consideration should be given to the following sections of AS1428.2:1992:

- **Clause 16 Symbols.** Specific attention to be given to Clause 16.3 - Size of International symbols for access and deafness
- **Clause 17 Signs** Specific attention to be given to Clause 17.2 – height of letters on signs
- **Clause 19 Lighting**
- **Clause 22 Reach Ranges**
- **Clause 24 Furniture and fitments** This clause is of specific importance as the spacing of tables and the circulation between tables is nominated. In addition this clause describes the counter height design criteria to be considered when detailing the fixtures for the individual tenancy fitouts.
- **Clause 27 Street Furniture** Specific attention is directed to the placement of seating in the public domain and the requirements for drinking fountains (clause 27.3)
- **Clause 29 Vending machines** The designation of vending machine locations is yet to be determined.



## Access Report

PART / CLAUSE	DISABILITY (ACCESS TO PREMISES) STANDARD 2010 CRITERIA TO BE SATISFIED	COMPLIANCE / ACTION / COMMENT
A4.1	<p><b>Classifications</b></p> <p><b>Class 6</b> — a shop or other building for the sale of goods by retail or the supply of services direct to the public, including:</p> <ul style="list-style-type: none"> <li>(a) an eating room, cafe, restaurant, milk or soft-drink bar; or</li> <li>(b) a dining room, bar area that is not an assembly building, shop or kiosk part of a hotel or motel; or</li> <li>(c) a hairdresser's or barber's shop, public laundry, or undertaker's establishment; or</li> <li>(d) Market or sale room, showroom, or service station.</li> </ul>	Note
DP1	<p><b>Performance requirement</b></p> <p>Access must be provided, to the degree necessary, to enable:</p> <ul style="list-style-type: none"> <li>a) people to: <ul style="list-style-type: none"> <li>i. approach the building from the road boundary and from any <i>accessible</i> carparking spaces associated with the building; and</li> </ul> </li> </ul>	Satisfied
	<ul style="list-style-type: none"> <li>ii. approach the building from any accessible associated building; and</li> </ul>	Satisfied
	<ul style="list-style-type: none"> <li>iii. access work and public spaces, accommodation and facilities for personal hygiene; and</li> </ul>	Satisfied
	<ul style="list-style-type: none"> <li>b) Identification of accessways at appropriate locations which are easy to find.</li> </ul>	Satisfied

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DP4	<p><b>Performance requirement</b></p> <p><i>Exits</i> must be provided from a building to allow occupants to evacuate safely, with their number, location and dimensions being appropriate to:</p> <ul style="list-style-type: none"> <li>a) the travel distance; and</li> <li>b) the number, mobility and other characteristics of occupants; and</li> <li>c) the function or use of the building; and</li> <li>d) the height of the building; and</li> <li>e) Whether the <i>exit</i> is from above or below ground level.</li> </ul>	Satisfied
DP6	<p><b>Performance requirement</b></p> <p>So that occupants can safely evacuate the building, <i>accessways</i> to <i>exits</i> must have dimensions appropriate to:</p> <ul style="list-style-type: none"> <li>a) the number, mobility and other characteristics of occupants; and</li> <li>b) the function or use of the building.</li> </ul>	<p>Satisfied</p> <p>This criterion will need to be reviewed once the detailed tenancy applications are prepared.</p>
DP8	<p><b>Performance requirement</b></p> <p>Carparking spaces for use by people with a disability must be:</p> <ul style="list-style-type: none"> <li>a) provided, to the degree necessary, to give equitable access for carparking; and</li> <li>b) designated and easy to find.</li> </ul>	Satisfied



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DP9	<p><b>Performance requirement</b></p> <p>An inbuilt communication system for entry, information, entertainment, or for the provision of a service, must be suitable for occupants who are deaf or hearing impaired.</p>	<p>Not applicable to this Development Application.</p> <p>This criterion will need to be addressed as part of the applications for the tenancy fitout.</p>
D3.1	<b>General Building Access Requirements Class 6</b>	
Table D3.1	To and within all areas normally used by the occupants	Satisfied
D3.2	<b>Access to Buildings</b>	
	<p>(1) An <i>accessway</i> must be provided:</p> <p>a) to a building <i>required</i> to be <i>accessible</i>;</p>	Satisfied
	<p>b) from the main points of a pedestrian entry at the allotment boundary; and</p> <p>I. from another <i>accessible</i> building connected by a pedestrian link; and</p> <p>II. from any <i>required accessible</i> carparking space on the allotment.</p>	<p>Satisfied</p> <p>An accessible path of travel connects the footpath on Council's verge to the building located on this site. Accessible paths of travel connect the accessible parking spaces with the various elements of this development proposal.</p> <p>The proposal includes a series of ramps within the seating spine providing accessible access between the various buildings on the site.</p> <p>Level access is provided from the accessible parking spaces located at the rear of the site. It will be essential that an accessible path of travel is provided through the landscaped area connecting the accessible parking spaces located at the front of the site.</p> <p>Suitable wayfinding signage will need to be provided at the entry points to assist individuals with accessible needs locate the accessible parking spaces.</p>

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	<p>(2) In a building required to be accessible, an accessway must be provided through the principal pedestrian entrance, and:</p> <ul style="list-style-type: none"> <li>a. through not less than 50% of all pedestrian entrances including the principal pedestrian entrance; and</li> <li>b. in a building with a total <i>floor area</i> more than 500sqm, a pedestrian entrance which is not <i>accessible</i> must not be located more than 50 m from an <i>accessible</i> pedestrian entrance;</li> </ul> <p>except for pedestrian entrances serving only areas exempted by clause D3.4.</p>	<p>Satisfied</p> <p>The detail of the shopfronts has yet to be provided. This criterion will need to be reviewed as part of the detailed construction certificate documentation.</p>
	<p>(3) Where a pedestrian entrance required to be accessible has multiple doorways:</p> <ul style="list-style-type: none"> <li>a. if the pedestrian entrance consists of not more than 3 doorways — not less than one of those doorways must be accessible; and</li> <li>b. if the pedestrian entrance consists of more than 3 doorways — not less than 50% of those doorways must be accessible.</li> </ul>	<p>Satisfied</p> <p>The detail of the shopfronts has yet to be provided. This criterion will need to be reviewed as part of the detailed construction certificate documentation.</p>



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	<p>(4) For the purposes of subclause (3):</p> <ul style="list-style-type: none"> <li>a. an accessible pedestrian entrance with multiple doorways is considered to be one pedestrian entrance where: <ul style="list-style-type: none"> <li>(i) all doorways serve the same part or parts of the building; and</li> <li>(ii) the distance between each doorway is not more than the width of the widest doorway at that pedestrian entrance (see Figure D3.2); and</li> </ul> </li> <li>(b) a doorway is considered to be the clear, unobstructed opening created by the opening of one or more door leaves.</li> </ul>	Satisfied
	<p>(5) Where a doorway on an accessway has multiple leaves, (except an automatic opening door) one of those leaves must have a clear opening width of not less than 850 mm in accordance with AS 1428.1.</p>	<p>Satisfied</p> <p>The detail of the shopfronts has yet to be provided. This criterion will need to be reviewed as part of the detailed construction certificate documentation.</p>
AS1428.1 Clause 13.1	<p>All doorways shall have a minimum luminance contrast of 30% provided between—</p> <ul style="list-style-type: none"> <li>(a) door leaf and door jamb;</li> <li>(b) door leaf and adjacent wall;</li> <li>(c) architrave and wall;</li> <li>(d) door leaf and architrave; or</li> <li>(e) door jamb and adjacent wall.</li> </ul> <p>The minimum width of the area of luminance contrast shall be 50 mm.</p>	Compliance with this requirement will need to be demonstrated as part of the construction certificate documentation

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AS1428.1 Clause 13.2	The minimum clear opening of a doorway on a continuous accessible path of travel shall be 850 mm when measured from the face of the opened door to the doorstep, as shown in Figure 30. Where double doors are used, the 850 mm minimum clear opening shall apply to the active leaf.	Compliance with this requirement will need to be demonstrated as part of the construction certificate documentation
AS1428.1 Clause 13.5	This clause of AS1428.1 designates the performance criteria for door hardware.  Specific attention is directed to the following criteria:	Compliance with this requirement will need to be demonstrated as part of the construction certificate documentation
	(b) The clearance between the handle and the back plate or door face at the centre grip section of the handle shall be not less than 35 mm and not more than 45 mm.	Compliance with this requirement will need to be demonstrated as part of the construction certificate documentation
	(d) Where snibs are installed, they shall have a lever handle of a minimum length of 45 mm from the centre of the spindle.	Compliance with this requirement will need to be demonstrated as part of the construction certificate documentation
	(e) For doors other than fire doors and smoke doors where a door closer is fitted, the force required at the door handle to operate the door shall not exceed the following:  (i) To initially open the door 20 N (ii) To swing or slide the door 20 N (iii) To hold the door open between 60° and 90 20 N	Compliance with this requirement will need to be demonstrated as part of the construction certificate documentation.  Specific attention is directed to the force required to operate the door to the USAT located between Tenancies 4 and 6.
	(f) Where an outward opening door is not self-closing, a horizontal handrail or pull bar shall be fixed on the closing face of a side-hung door	Compliance with this requirement will need to be demonstrated as part of the construction certificate documentation

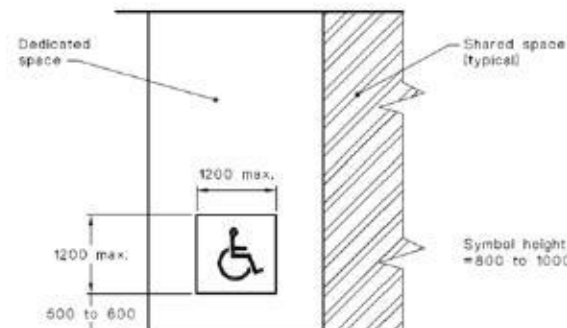


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D3.3	Parts of buildings to be accessible	
	In a building <i>required</i> to be <i>accessible</i> : a) every ramp and stairway, except for ramps and stairways in areas exempted by clause D3.4, must comply with:	
	i. for a ramp, except a fire-isolated ramp, clause 10 of AS 1428.1; and	<p>Satisfied.</p> <p>The proposal includes for four (4) ramps located in the outdoor seating area spine. Three (3) of these ramps are designed with a gradient of 1:14 and the remaining walkway has a gradient of 1:20.</p> <p>The detailing of the 1:14 ramps will need to incorporate handrails, kerbs and TGSIs at the top and bottom of each ramp section all in accordance with the provisions of Clause 10.3 of AS1428.1:2009. The detailing of the handrails associated with the ramp network will need to comply with the detail of Clause 12 of AS1428.1:2009.</p> <p>The detailing of the 1:20 walkway will need to address requirements of Clause 10.2 of AS1428.1:2009. Specific attention is directed to Clause 10.2(a) of AS1428.1:2009 which addresses the detailing of the edge condition of walways.</p>

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	<p>ii. for a stairway, except a fire-isolated stairway, clause 11 of AS 1428.1;</p> <p>The following is an extract from AS1428.1 addressing this item</p> <p>(f) At the nosing, each tread shall have a strip not less than 50 mm and not more than 75 mm deep across the full width of the path of travel. The strip may be set back a maximum of 15 mm from the front of the nosing. The strip shall have a minimum luminance contrast of 30% to the background. Where the luminous contrasting strip is affixed to the surface of the tread, any change in level shall comply with Clause 7.2 and Clause 7.3.</p> <p>(g) Where the luminance contrasting strip is not set back from the front of the nosing then any area of luminance contrast shall not extend down the riser more than 10 mm.</p> <p>(h) TGSIs shall be installed in accordance with AS 1428.4.1.</p>	<p>This clause applies to the stair entry to Tenancy T9 located at the 1<sup>st</sup> floor level.</p> <p>Compliance with this requirement will need to be demonstrated as part of the construction certificate documentation</p>
	<p>iii. for a fire-isolated stairway, clause 11.1(f) and (g) of AS 1428.1;</p> <p>The following is an extract from AS1428.1 addressing this item:</p> <p>(f) At the nosing, each tread shall have a strip not less than 50 mm and not more than 75 mm deep across the full width of the path of travel. The strip may be set back a maximum of 15 mm from the front of the nosing. The strip shall have a minimum luminance contrast of 30% to the background. Where the luminous contrasting strip is affixed to the surface of the tread, any change in level shall comply with Clause 7.2 and Clause 7.3.</p> <p>(g) Where the luminance contrasting strip is not set back from the front of the nosing then any area of luminance contrast shall not extend down the riser more than 10 mm.</p>	<p>This clause applies to the stair entry to Tenancy T9 located at the 1<sup>st</sup> floor level.</p> <p>Compliance with this requirement will need to be demonstrated as part of the construction certificate documentation</p>
	<p>b) every passenger lift must comply with clause E3.6;</p>	<p>Not Applicable</p>





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	c) <i>accessways</i> must have: <ul style="list-style-type: none"> <li>i. passing spaces complying with AS 1428.1 at maximum 20 m intervals on those parts of an <i>accessway</i> where a direct line of sight is not available; and</li> </ul>	Not Applicable
	<ul style="list-style-type: none"> <li>ii. turning spaces complying with AS 1428.1: <ul style="list-style-type: none"> <li>A. within 2m of the end of <i>accessways</i> where it is not possible to continue travelling along the <i>accessway</i>; and</li> <li>B. at maximum 20 m intervals along the <i>accessway</i>;</li> </ul> </li> </ul>	<p>The plans indicate two (2) dead end service corridors to the back doors of T3 and T8 associated with the loading dock and back of house areas.</p> <p>The approach adopted concerning accessibility in this development designates the back of house and loading dock areas as not being accessible due to the nature of the activities undertaken in these areas potentially posing a safety risk to persons with disabilities.</p> <p>The accessibility provisions are not applied to the back of house or loading dock areas in this development.</p>
	d) an intersection of <i>accessways</i> satisfies the spatial requirements for a passing and turning space;	Not Applicable
	e) a passing space may serve as a turning space;	Not Applicable
	f) a ramp complying with AS 1428.1 or a passenger lift need not be provided to serve a <i>storey</i> or level other than the entrance <i>storey</i> in a Class 5, 6, 7b or 8 building- <ul style="list-style-type: none"> <li>(i) containing not more than 3 <i>storeys</i>; and</li> <li>(ii) with a <i>floor area</i> for each <i>storey</i>, excluding the entrance <i>storey</i>, of not more than 200sqm.</li> </ul>	<p>The tenancy T9 is located at the first floor level and has a floor area of 118.9sqm. The ground floor component of this tenancy is restricted to the circulation stair zone only.</p> <p>Accessible access is not required to be provided to Tenancy T9 as the floor level at both levels is less than 200sqm.</p>
<b>D3.4</b>	<b>Exemptions</b>	The loading dock area and back of house areas have been designated as not required to be accessible due to the use of the area being not suitable for people with a disability.



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D3.5	Carparking					
AS1680.2. 1	<b>Lighting</b>  Lighting levels within the carpark compliant to Appendix D TABLE D1 of AS1680.2.1:2008 Interior and workplace lighting - Specific applications - Circulation spaces and other general areas	Compliance with this requirement will need to be demonstrated as part of the construction certificate documentation  The lx levels to be achieved are <table><tr><td>Location</td><td>Lx Level</td></tr><tr><td>Accessible parking spaces</td><td>40</td></tr></table>	Location	Lx Level	Accessible parking spaces	40
Location	Lx Level					
Accessible parking spaces	40					
AS2890.6	<b>Space identification and delineation</b>  Each dedicated space shall be identified by means of a white symbol of access in accordance with AS 1428.1 between 800 mm and 1000 mm high placed on a blue rectangle with no side more than 1200 mm, placed as a pavement marking in the centre of the space between 500 mm and 600 mm from its entry point	  Compliance with this requirement will need to be demonstrated as part of the construction certificate documentation				



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<b>AS2890.6</b>	<p>Pavement markings specified in Items (a) and (b) of this Clause shall be yellow and shall have a slip resistant surface. Raised pavement markers shall not be used for space delineation.</p> <p>Pavement markings shall be provided as follows:</p> <ul style="list-style-type: none"> <li>a) Dedicated parking spaces shall be outlined with unbroken lines 80 to 100 mm wide on all sides excepting any side delineated by a kerb, barrier or wall.</li> <li>b) Shared areas shall be marked as follows: <ul style="list-style-type: none"> <li>(i) Walkways within or partly within a shared area shall be marked with unbroken longitudinal lines on both sides of the walkway excepting any side delineated by a kerb, barrier or wall.</li> </ul> </li> </ul>	<p>Compliance with this requirement will need to be demonstrated as part of the construction certificate documentation</p>
	<ul style="list-style-type: none"> <li>(ii) Other vacant non-trafficked areas, which may be intentionally or unintentionally obstructed (e.g. by unintended parking), shall be outlined with unbroken lines 80 to 100 mm wide on all sides excepting any side delineated by a kerb, barrier or wall, and marked with diagonal stripes 150 to 200 mm wide with spaces 200 mm to 300 mm between stripes. The stripes shall be at an angle of 45 ±10 degrees to the side of the space.</li> </ul>	<p>Compliance with this requirement will need to be demonstrated as part of the construction certificate documentation</p>
<b>Table D3.5</b>	<p><b>Class 6 Retail</b></p> <p>(a) Up to 1000 carparking spaces; 1 space for every 50 carparking spaces or part thereof.</p>	<p>A total of 168 parking spaces inclusive of four (4) accessible parking spaces have been provided for this development. Table D3.5 of the BCA stipulates the number of accessible parking spaces to be provided. The provision of 168 parking spaces for the site requires the designation of 4 accessible parking spaces to be provided.</p> <p>Four (4) accessible parking spaces together with the requires circulation shared zones have been designated for the retail function as noted on drawing DA10[9P].</p>

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<b>D3.6</b>	<b>Signage</b>	
	<p>In a building required to be accessible:</p> <p>a) braille and tactile signage complying with Part D4 and incorporating the international symbol of access or deafness, as appropriate, in accordance with AS 1428.1 must identify each:</p> <ul style="list-style-type: none"> <li>(i) sanitary facility,</li> <li>(ii) space with a hearing augmentation system; and</li> <li>(iii) identify each door required by E4.5 to be provided with an exit sign and state— <ul style="list-style-type: none"> <li>(A) "Exit";</li> <li>(B) and "Level" followed by the floor level number; and</li> </ul> </li> </ul>	<p>Compliance with this requirement will need to be demonstrated as part of the construction certificate documentation</p> 
	<p>b) signage including the international symbol for deafness in accordance with AS 1428.1 must be provided within a room containing a hearing augmentation system identifying:</p> <ul style="list-style-type: none"> <li>(i) the type of hearing augmentation; and</li> <li>(ii) the area covered within the room; and</li> <li>(iii) if receivers are being used and where the receivers can be obtained; and</li> </ul>	<p>The need for this type of signage will be determined by the tenancy fitouts of each tenancy</p> <p>Compliance with this requirement will need to be demonstrated as part of the construction certificate documentation</p> 



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	c) signage in accordance with AS 1428.1 must be provided for accessible unisex sanitary facilities to identify if the facility is suitable for left or right handed use; and	<p>A single accessible WC has been located between Tenancies T4 and T6. The mounting position for this type of signage will need to be on the wall adjacent to the latch side of the door.</p> <p>Compliance with this requirement will need to be demonstrated as part of the construction certificate documentation</p> <div data-bbox="1205 448 1637 719">  </div>
	d) signage to identify an ambulant accessible sanitary facility in accordance with AS 1428.1 must be located on the door of the facility; and	<p>If ambulant facilities are provided compliance with this requirement will need to be demonstrated as part of the construction certificate documentation</p> <div data-bbox="1205 863 2049 1142">  </div>
	e) where a pedestrian entrance is not accessible, directional signage incorporating the international symbol of access, in accordance with AS 1428.1 must be provided to direct a person to the location of the nearest accessible pedestrian entrance; and	<p>Compliance with this requirement will need to be demonstrated as part of the construction certificate documentation</p>

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	f) where a bank of sanitary facilities is not provided with an accessible unisex sanitary facility, directional signage incorporating the international symbol of access in accordance with AS 1428.1 must be placed at the location of the sanitary facilities that are not accessible, to direct a person to the location of the nearest accessible unisex sanitary facility.	Compliance with this requirement will need to be demonstrated as part of the construction certificate documentation
<b>D3.7</b>	<b>Hearing Augmentation</b>	
	<p>1. A hearing augmentation system must be provided where an inbuilt amplification system, other than one used only for emergency warning, is installed:</p> <ul style="list-style-type: none"> <li>a) in a room in a Class 9b building; or</li> <li>b) in an auditorium, conference room, meeting room, room for judicatory purposes, or a room in a Class 9b building; or</li> <li>c) at any ticket office, teller's booth, reception area or the like, where the public is screened from the service provider.</li> </ul>	Not Applicable
<b>D3.8</b>	<b>Tactile Indicators</b>	Please refer to the attached site plan which has been marked up nominating the TGSI locations across the site.
	(1) For a building <i>required</i> to be <i>accessible</i> , tactile ground surface indicators must be provided to warn people who are blind or have a vision impairment that they are approaching:	Compliance with this requirement will need to be demonstrated as part of the construction certificate documentation
	a) a stairway, other than a fire-isolated stairway;	
	b) an escalator;	Not Applicable
	c) a passenger conveyor or moving walk;	Not Applicable



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	d) a ramp other than a fire-isolated ramp, a step ramp, a kerb ramp or a swimming pool ramp; and	Not Applicable
	e) in the absence of a suitable barrier: (i) an overhead obstruction less than 2 m above floor level, other than a doorway; and	If required compliance with this requirement will need to be demonstrated as part of the construction certificate documentation
	(ii) an <i>accessway</i> meeting a vehicular way adjacent to any pedestrian entrance to a building, excluding a pedestrian entrance serving an area referred to in clause D3.4, if there is no kerb or kerb ramp at that point;	Compliance with this requirement will need to be demonstrated as part of the construction certificate documentation
	(2) Tactile ground surface indicators <i>required</i> by subclause (1) must comply with sections 1 and 2 of AS/NZS 1428.4.1.	Compliance with this requirement will need to be demonstrated as part of the construction certificate documentation
AS1428.4.1	<p>2.4 STAIRWAYS, RAMPS, ESCALATORS AND MOVING WALKS</p> <p>Where required on a path of travel, warning indicators shall be located at both the top and bottom of stairways, ramps, escalators and moving walks,</p> <p>Where the distance of the landing is 3000 mm or more to the nearest nosing edge, the warning indicators shall be over a distance of 600–800mm</p> <p>Where the distance of the landing is less than 3000 mm to the nearest nosing edge, the warning indicators shall be over a distance of 300–400mm</p> <p>Where handrails are continuous on both sides of the landing and the distance of the landing is less than 3000 mm to the nearest nosing edge, indicators are not required (see Figure 2.2(B)(c))</p>	Compliance with this requirement will need to be demonstrated as part of the construction certificate documentation

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D3.11	Ramps	Not Applicable
D3.12	Glazing on an accessway	
	On an <i>accessway</i> , where there is no chair rail, handrail or transom, all frameless or fully glazed doors, sidelights and any glazing capable of being mistaken for a doorway or opening, must be clearly marked in accordance with AS 1428.1.	Compliance with this requirement will need to be demonstrated as part of the construction certificate documentation  Specific attention is drawn to compliance with Clause 6.6 of AS1428.1:2009 Glazing on walkways. (extract follows)
		<p><b>6.6 Visual indicators on glazing</b></p> <p>Where there is no chair rail, handrail or transom, all frameless or fully glazed doors, sidelights, including any glazing capable of being mistaken for a doorway or opening, shall be clearly marked for their full width with a solid and non-transparent contrasting line. The contrasting line shall be not less than 75 mm wide and shall extend across the full width of the glazing panel. The lower edge of the contrasting line shall be located between 900 mm and 1000 mm above the plane of the finished floor level.</p> <p>Any contrasting line on the glazing shall provide a minimum of 30% luminance contrast when viewed against the floor surface or surfaces within 2 m of the glazing on the opposite side.</p>
<b>Part D4</b>	<b>Braille &amp; Tactile Signs</b>	
D4.2	<p>Location of braille and tactile signs</p> <p>Signs including symbols, numbering and lettering must be designed and installed as follows:</p> <p>a) braille and tactile components of a sign must be located not less than 1200mm and not higher than 1600mm above the floor or ground surface;</p>	Compliance with this Part will need to be demonstrated as part of the construction certificate documentation



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D4.2	b) signs with single lines of characters must have the line of tactile characters not less than 1250mm and not more than 1350mm above the floor or ground surface;	Compliance with this Part will need to be demonstrated as part of the construction certificate documentation
D4.2	c) signs identifying rooms containing features or facilities listed in clause D3.6 must be located:  (i) on the wall on the latch side of the door with the leading edge of the sign located between 50 mm and 300 mm from the architrave; and  (ii) where (i) is not possible, the sign may be placed on the door itself.	Compliance with this Part will need to be demonstrated as part of the construction certificate documentation
D4.3	Braille and tactile sign specification	Compliance with this Part will need to be demonstrated as part of the construction certificate documentation
D4.4	Luminance contrast The following apply to luminance contrast:  a) the background, negative space, fill of a sign or border with a minimum width of 5 mm must have a luminance contrast with the surface on which it is mounted of not less than 30%;  b) tactile characters, icons and symbols must have a minimum luminance contrast of 30% to the surface on which the characters are mounted;  c) luminance contrasts must be met under the lighting conditions in which the sign is to be located.	Compliance with this Part will need to be demonstrated as part of the construction certificate documentation
D4.5	Lighting  Braille and tactile signs must be illuminated to ensure luminance contrast requirements are met at all times during which the sign is required to be read.	Compliance with this Part will need to be demonstrated as part of the construction certificate documentation

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D4.6	<p>Braille</p> <p>The following applies to braille:</p> <ul style="list-style-type: none"> <li>a) braille must be grade 1 braille (uncontracted) in accordance with the criteria set out by the Australian Braille Authority;</li> <li>b) braille must be raised and domed;</li> <li>c) braille must be located 8 mm below the bottom line of text (not including descenders);</li> <li>d) braille must be left justified;</li> <li>e) where an arrow is used in the tactile sign, a solid arrow must be provided for braille readers;</li> <li>f) on signs with multiple lines of text and characters, a semicircular braille locator at the left margin must be horizontally aligned with the first line of braille text.</li> </ul>	<p>Compliance with this Part will need to be demonstrated as part of the construction certificate documentation</p>
<b>Part E3</b>	<b>Lift Installation</b>	Not Applicable
<b>Part F2</b>	<b>Sanitary and other facilities</b>	
FP2.1	<p>Performance Requirement</p> <p>Suitable sanitary facilities for personal hygiene must be provided in a convenient location within or associated with a building, to the degree necessary, appropriate to:</p> <ul style="list-style-type: none"> <li>(a) the function or use of the building; and</li> <li>(b) the number and gender of the occupants; and</li> <li>(c) the disability or other particular needs of the occupants.</li> </ul>	<p>A single USAT has been located at ground level between Tenancies 4 and 6. The detailing of the elements of the USAT will need to comply with the provisions of Clause 15 of AS1428.1.</p> <p>Compliance with this requirement will need to be demonstrated as part of the Development Applications lodged by the incoming tenants</p>



PART / CLAUSE	DISABILITY (ACCESS TO PREMISES) STANDARD 2010 CRITERIA TO BE SATISFIED	COMPLIANCE / ACTION / COMMENT																																																																																																														
F2.2	<p>Calculation of number of occupants and fixtures</p> <p>The number of persons accommodated must be calculated according to clause D1.13 of the BCA if it cannot be more accurately determined by other means.</p>	<p>The table following schedules the number of WC facilities required to be provided to each of the respective tenancies on the site.</p> <p>The plans provided do not indicate where the WC facilities are to be provided within each tenancy. It is assumed that the detail relating to the provision of WC facilities will be addressed by the incoming tenants.</p> <p>The inclusion of a USAT reduces the Male and Female WC count by one (1) for each of the sexes.</p> <table><tr><th></th><th></th><th></th><th></th><th colspan="3">Male</th><th colspan="2">Female</th><th></th></tr><tr><th>Tenancy</th><th>Area</th><th>sqm/person (BCA)</th><th>Design Population</th><th>WC</th><th>Urinal</th><th>Basin</th><th>WC</th><th>Basin</th><th>USAT</th></tr><tr><td>T1</td><td>335.2</td><td>1</td><td>336.0</td><td>1</td><td>4</td><td>2</td><td>4</td><td>3</td><td>1</td></tr><tr><td>T2</td><td>109.8</td><td>1</td><td>110.0</td><td>0</td><td>2</td><td>2</td><td>2</td><td>2</td><td>1</td></tr><tr><td>T3</td><td>121.9</td><td>1</td><td>122.0</td><td>0</td><td>2</td><td>2</td><td>2</td><td>2</td><td>1</td></tr><tr><td>T4</td><td>104.3</td><td>1</td><td>105.0</td><td>0</td><td>2</td><td>2</td><td>2</td><td>2</td><td>1</td></tr><tr><td>T5</td><td>260.3</td><td>1</td><td>261.0</td><td>1</td><td>3</td><td>2</td><td>3</td><td>2</td><td>1</td></tr><tr><td>T6</td><td>218.2</td><td>1</td><td>219.0</td><td>1</td><td>3</td><td>2</td><td>3</td><td>2</td><td>1</td></tr><tr><td>T7</td><td>316.1</td><td>1</td><td>317.0</td><td>1</td><td>4</td><td>2</td><td>4</td><td>3</td><td>1</td></tr><tr><td>T8</td><td>345.0</td><td>1</td><td>345.0</td><td>1</td><td>4</td><td>2</td><td>4</td><td>3</td><td>1</td></tr><tr><td>T9</td><td>119.8</td><td>1</td><td>120.0</td><td>0</td><td>2</td><td>2</td><td>2</td><td>2</td><td>1</td></tr></table> <p>It is not intended that a USAT be provided in each and ever tenancy. The provision of a single USAT for the use of all at a central location satisfies the intent of AS1428.1:2009.</p>					Male			Female			Tenancy	Area	sqm/person (BCA)	Design Population	WC	Urinal	Basin	WC	Basin	USAT	T1	335.2	1	336.0	1	4	2	4	3	1	T2	109.8	1	110.0	0	2	2	2	2	1	T3	121.9	1	122.0	0	2	2	2	2	1	T4	104.3	1	105.0	0	2	2	2	2	1	T5	260.3	1	261.0	1	3	2	3	2	1	T6	218.2	1	219.0	1	3	2	3	2	1	T7	316.1	1	317.0	1	4	2	4	3	1	T8	345.0	1	345.0	1	4	2	4	3	1	T9	119.8	1	120.0	0	2	2	2	2	1
				Male			Female																																																																																																									
Tenancy	Area	sqm/person (BCA)	Design Population	WC	Urinal	Basin	WC	Basin	USAT																																																																																																							
T1	335.2	1	336.0	1	4	2	4	3	1																																																																																																							
T2	109.8	1	110.0	0	2	2	2	2	1																																																																																																							
T3	121.9	1	122.0	0	2	2	2	2	1																																																																																																							
T4	104.3	1	105.0	0	2	2	2	2	1																																																																																																							
T5	260.3	1	261.0	1	3	2	3	2	1																																																																																																							
T6	218.2	1	219.0	1	3	2	3	2	1																																																																																																							
T7	316.1	1	317.0	1	4	2	4	3	1																																																																																																							
T8	345.0	1	345.0	1	4	2	4	3	1																																																																																																							
T9	119.8	1	120.0	0	2	2	2	2	1																																																																																																							
F2.4	<p>Accessible sanitary facilities</p> <p>In a building required to be accessible:</p> <p>a) accessible unisex sanitary compartments must be provided in accessible parts of the building in accordance with Table F2.4 (a); and</p>	<p>A single USAT has been located at ground level between Tenancies 4 and 6. The detailing of the elements of the USAT will need to comply with the provisions of Clause 15 of AS1428.1.</p> <p>Compliance with this requirement will need to be demonstrated as part of the Development Applications lodged by the incoming tenants</p>																																																																																																														

PART / CLAUSE	DISABILITY (ACCESS TO PREMISES) STANDARD 2010 CRITERIA TO BE SATISFIED	COMPLIANCE / ACTION / COMMENT
	b) accessible unisex showers must be provided in accordance with Table F2.4 (b); and	Not Applicable
	c) at each bank of toilets where there is one or more toilets in addition to an accessible unisex sanitary compartment at that bank of toilets, a sanitary compartment suitable for a person with an ambulant disability in accordance with AS 1428.1 must be provided for use by males and females; and	Compliance with this requirement will need to be demonstrated as part of the Development Applications lodged by the incoming tenants
	d) an accessible unisex sanitary compartment must contain a closet pan, washbasin, shelf or bench top and adequate means of disposal of sanitary towels; and	Compliance with this requirement will need to be demonstrated as part of the Development Applications lodged by the incoming tenants
	e) the circulation spaces, fixtures and fittings of all accessible sanitary facilities provided in accordance with Table F2.4 (a) and (b) must comply with the requirements of AS 1428.1; and	Compliance with this requirement will need to be demonstrated as part of the Development Applications lodged by the incoming tenants
	f) an accessible unisex sanitary facility must be located so that it can be entered without crossing an area reserved for one sex only; and	Compliance with this requirement will need to be demonstrated as part of the Development Applications lodged by the incoming tenants
	g) where two or more of each type of accessible unisex sanitary facility are provided, the number of left and right handed mirror image facilities, must be provided as evenly as possible; and	Compliance with this requirement will need to be demonstrated as part of the Development Applications lodged by the incoming tenants
	h) where male sanitary facilities are provided at a separate location to female sanitary facilities, accessible unisex sanitary facilities are only required at one of those locations; and	Compliance with this requirement will need to be demonstrated as part of the Development Applications lodged by the incoming tenants
	i) an accessible unisex sanitary compartment or an accessible unisex shower need not be provided on a storey or level that is not required by D3.3(g) to be provided with a passenger lift or ramp complying with AS 1428.1	Compliance with this requirement will need to be demonstrated as part of the Development Applications lodged by the incoming tenants



PART / CLAUSE	DISABILITY (ACCESS TO PREMISES) STANDARD 2010 CRITERIA TO BE SATISFIED	COMPLIANCE / ACTION / COMMENT
Table F2.4	<p>Class 6 –</p> <p>Where clause F2.3 of the BCA requires closet pans:</p> <ul style="list-style-type: none"> <li>(a) 1 on every storey containing sanitary compartments; and</li> <li>(b) where a storey has more than 1 bank of sanitary compartments containing male and female sanitary compartments at not less than 50% of those banks</li> </ul>	<p>Compliance with this requirement will need to be demonstrated as part of the Development Applications lodged by the incoming tenants</p>



NEPEAN RIVER

EXISTING TRAILWAY BRIDGE

EXISTING PEDESTRIAN BRIDGE

PROPOSED OVERPASS AND STAIRS DOWN TO SERVICE

EXISTING PEDESTRIAN PATH

**SITE**  
31,884m<sup>2</sup>

100M

100M

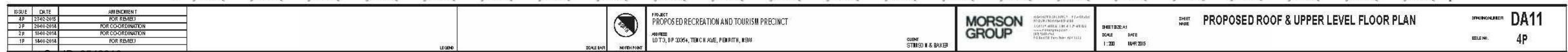
IMAGE COURTESY OF GOOGLE EARTH

[illegible][illegible][illegible]









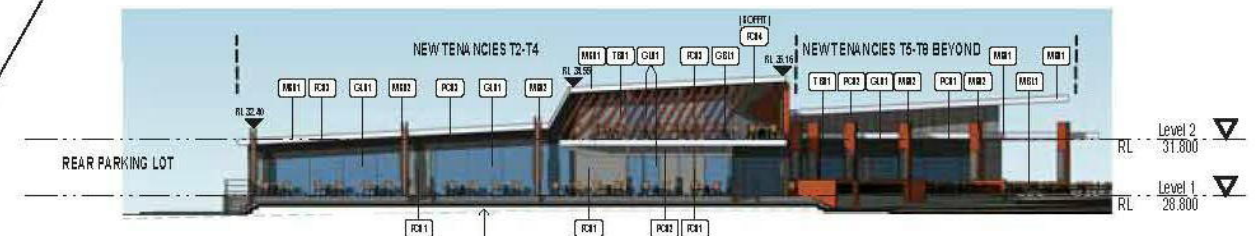




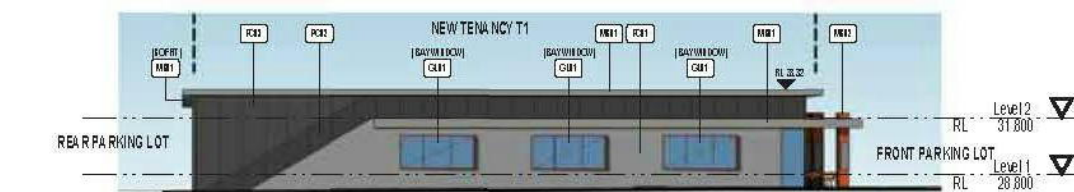
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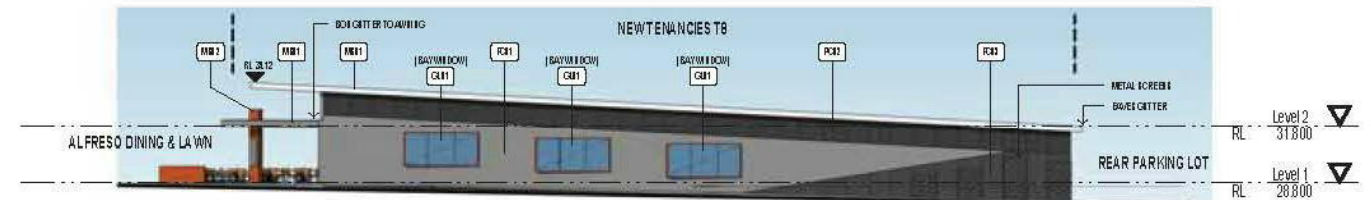
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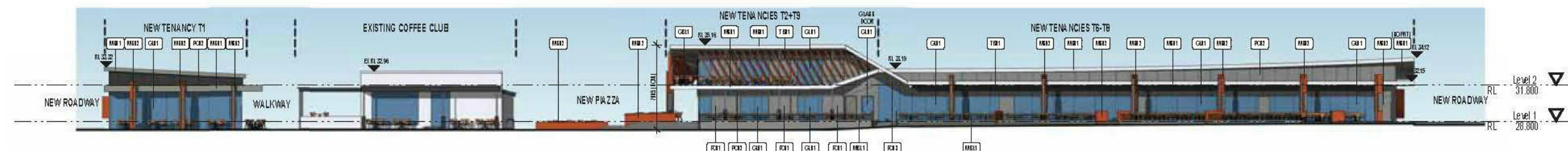
PIAZZA ELEVATION  
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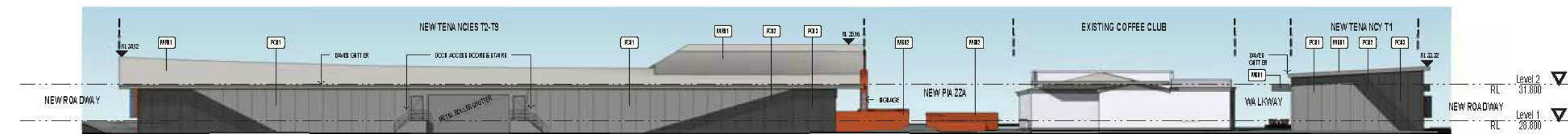
NORTH-EAST ELEVATION  
1:200



SOUTH-WEST ELEVATION  
1:200



NORTH-WEST ELEVATION  
1:200



SOUTH-EAST ELEVATION  
1:200

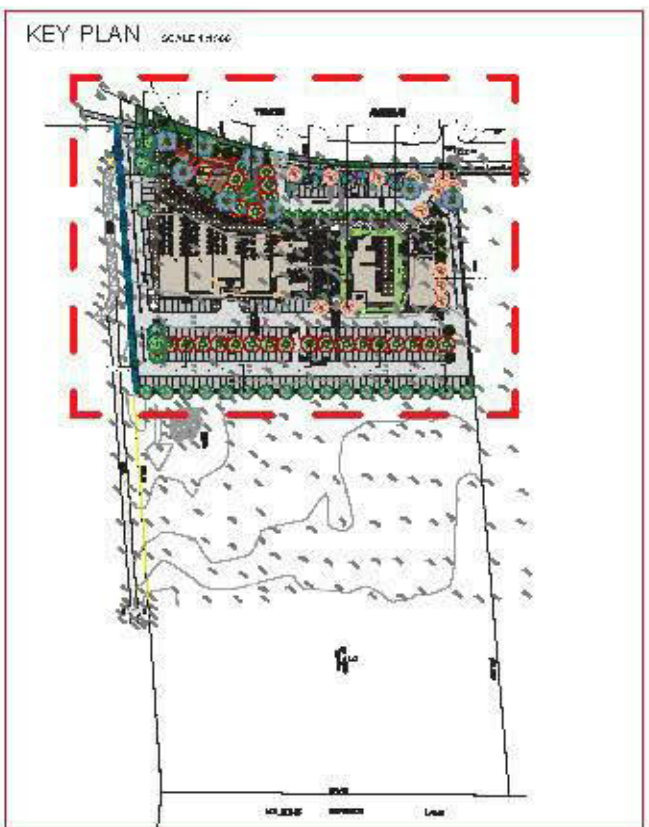
#### EXTERNAL FINISHES LEGEND

- PC1 - PAINTED PRECAST/FORM CONCRETE/ROBECONCRETE SHEET  
'Dulux - White Dark Half'
- PC2 - PAINTED PRECAST/FORM CONCRETE/ROBECONCRETE SHEET  
'Dulux - White Dark Half'
- PC3 - PAINTED PRECAST/FORM CONCRETE/ROBECONCRETE SHEET  
'Dulux - Gummetal Blue'
- MB1 - PRE-FINISHED COMPOSITE PANEL ROOF/BRICKSCAPING  
'Bluebond - White 6 or similar'
- MB2 - APPLIED METALIC FINISH TO PRECAST/FORM CONCRETE/ROBECONCRETE SHEET  
'Bauhaus - Weathered Metalic Finish or similar'
- TB1 - TIMBER BATTENS SCREEN/ROOF
- MB3 - METAL ROOF SHEETING  
'Lysaght - RUPLOCK  
Colourbond - Surfina 4'
- MB4 - METAL BALUSTRADES  
STAINLESS STEEL
- GB1 - GLASS BALUSTRADE
- GB2 - CLEAR SHROFF/POINT GLAZING





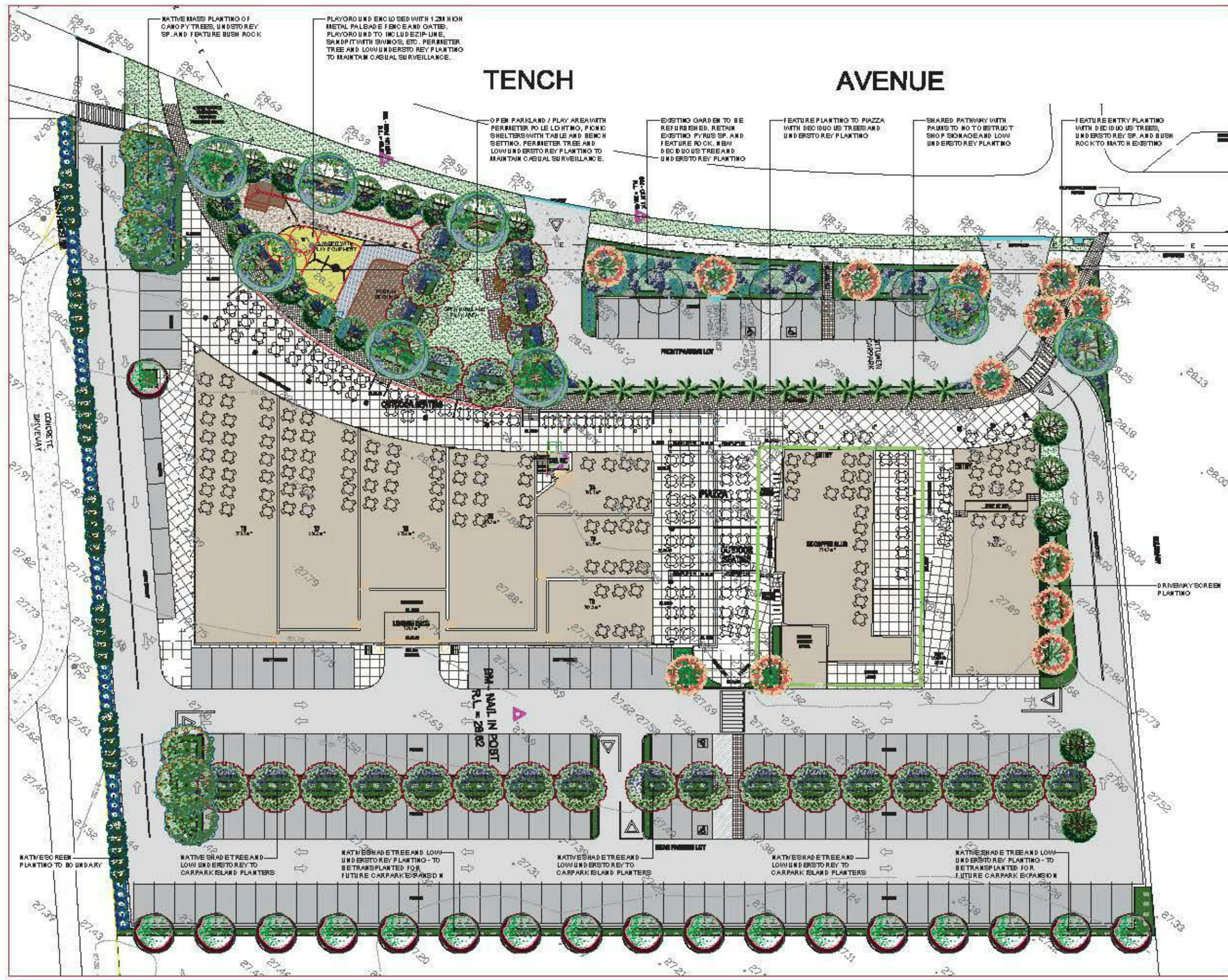




**LEGEND & SCHEDULE**

Notes: 1. All plants are to be supplied by the client. 2. All plants are to be installed by the client. 3. All plants are to be maintained by the client.

Plant Type	Plant Name	Size	Quantity	Notes
Native Trees	Cupressus macrocarpa	10L	10	Plant to be installed by the client.
	Acacia saligna	10L	10	Plant to be installed by the client.
	Leucadendron laurifolium	10L	10	Plant to be installed by the client.
	Leucadendron laurifolium	10L	10	Plant to be installed by the client.
Deciduous Trees	Platanus sp.	10L	10	Plant to be installed by the client.
	Platanus sp.	10L	10	Plant to be installed by the client.
	Platanus sp.	10L	10	Plant to be installed by the client.
	Platanus sp.	10L	10	Plant to be installed by the client.
Palms	Phoenix palm	10L	10	Plant to be installed by the client.
	Phoenix palm	10L	10	Plant to be installed by the client.
	Phoenix palm	10L	10	Plant to be installed by the client.
	Phoenix palm	10L	10	Plant to be installed by the client.
Screening Plants	Leucadendron laurifolium	10L	10	Plant to be installed by the client.
	Leucadendron laurifolium	10L	10	Plant to be installed by the client.
	Leucadendron laurifolium	10L	10	Plant to be installed by the client.
	Leucadendron laurifolium	10L	10	Plant to be installed by the client.
Shrubs / Hedges	Leucadendron laurifolium	10L	10	Plant to be installed by the client.
	Leucadendron laurifolium	10L	10	Plant to be installed by the client.
	Leucadendron laurifolium	10L	10	Plant to be installed by the client.
	Leucadendron laurifolium	10L	10	Plant to be installed by the client.



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# Appendix F

## Hydraulic Report and Plans

# Williams Consulting Engineers Australia Pty. Ltd.

ABN39129454146

ACN129454146

## CIVIL STRUCTURAL

Telephone (02)47395765 Mobile 0425 307531

Email [Ralph@WCEA.com.au](mailto:Ralph@WCEA.com.au)

78 St Johns Road, Blaxland, NSW. 2774

P.O. Box 79 Blaxland, NSW. 2774

5000 Channel Highway, Gordon, TAS. 7150

P.O. Box 79 Middleton, TAS. 7163

11<sup>th</sup> March, 2015  
Project No.2014/075

Ms. Natasha Baker,  
Stimson and Baker Planning Consultants,  
Suite 21, The Broadwalk,  
458 High Street,  
PENRITH. NSW. 2750

Dear Sir,

RE: PROPOSED RE-DEVELOPMENT OF THE COFFEE CLUB SITE, NO.78 LOT 3 DP30354  
TENCH AVENUE, JAMISONTOWN, NEW SOUTH WALES – A FLOOD REPORT, A  
STORMWATER DRAINAGE CONCEPT PLAN AND MUSIC MODELLING REPORT.

---

### **THE EXISTING SITE:**

The writer has visited the site and reviewed the stormwater drainage systems for the existing Coffee Club premises.

The front bitumen carparking area drains to a front boundary grated pit midway along the carpark. This is connected to an EKI pit in the Tench Avenue kerb and gutter from where it drains across the road to the street drainage system which it is assumed is connected to an outlet to the Nepean River.

The existing Coffee Club building drainage system is not known. It may well drain to soakage trenches at the rear of the existing building which seems a reasonable assumption, given the flatness of the site. The existing Coffee Club finished floor level is RL28.24 AHD by survey – Richard Hogan & Co. Pty. Ltd., 19/2/2014. This is nominally at the 1 in 100 ARI flood level for the mainstream Nepean River, and therefore the existing premises are unlikely to be affected other than in extremely rare events..

Penrith City Council has provided a Flood Level Enquiry report, Ref.ECM6269471 dated 25<sup>th</sup> August, 2014. The 1 in 100 ARI flood level for the mainstream Nepean River is RL28.3 AHD. The 1 in 100 ARI flood level for the Peachtree Creek flood plain is RL27.1 AHD.

### **PROPOSED NEW BUILDINGS:**

All new building premises are proposed to be constructed with finished floor levels at or above RL28.8 AHD, i.e. providing a minimum 500mm freeboard to the 1 in 100 ARI flood event as required by Penrith City Council's policies relating to flood prone areas.

**EGRESS:** The footpath at the north western corner of the site is at or slightly above the 1 in 100 ARI mainstream Nepean River flood level. Egress from the site will be directed to this point providing patrons and staff with a safe area to access in a public space, if so desired. They of course can remain in the premises until the floor peak falls. Such a flood peak would be expected to last for only a short time.



The Coffee Club Re-development,  
78 Tench Avenue,  
JAMISONTOWN (Cont.):

**STORMWATER DRAINAGE:**

The site is extremely flat with the existing ground level falling to the rear of the proposed carpark being from RL 28.3 to approximately RL 27.2 over a distance of approximately 88M, a grade of approximately 1.24%.

In accordance with Penrith City Council's policies, where new works are proposed the levels have been determined so as to ensure that post development there is no diminution of the existing flood storage volumes available.

Due to the flat site constraints, a wetland is proposed at the rear of the development, with an initial pond storage. The soils on the site are a sandy clay and have a small capacity for infiltration. Surcharge flows are directed to the rear of the site, a significant part of the site area. This area is unlikely to ever be developed as it lies within the flood plains of both the mainstream Nepean River and Peachtree Creek.

The existing carparking area stormwater drainage double EKI grated pit will be retrofitted with a Stormwater 360 Enviropod 200 filter fitted with an oil and grease absorbing filter pad and the drainage flow redirected to the wetland at the rear of the site.

**MUSIC MODELLING:**

MUSIC modelling has been carried out and MUSIC-link applied using Penrith City Council's requirements and specifications.

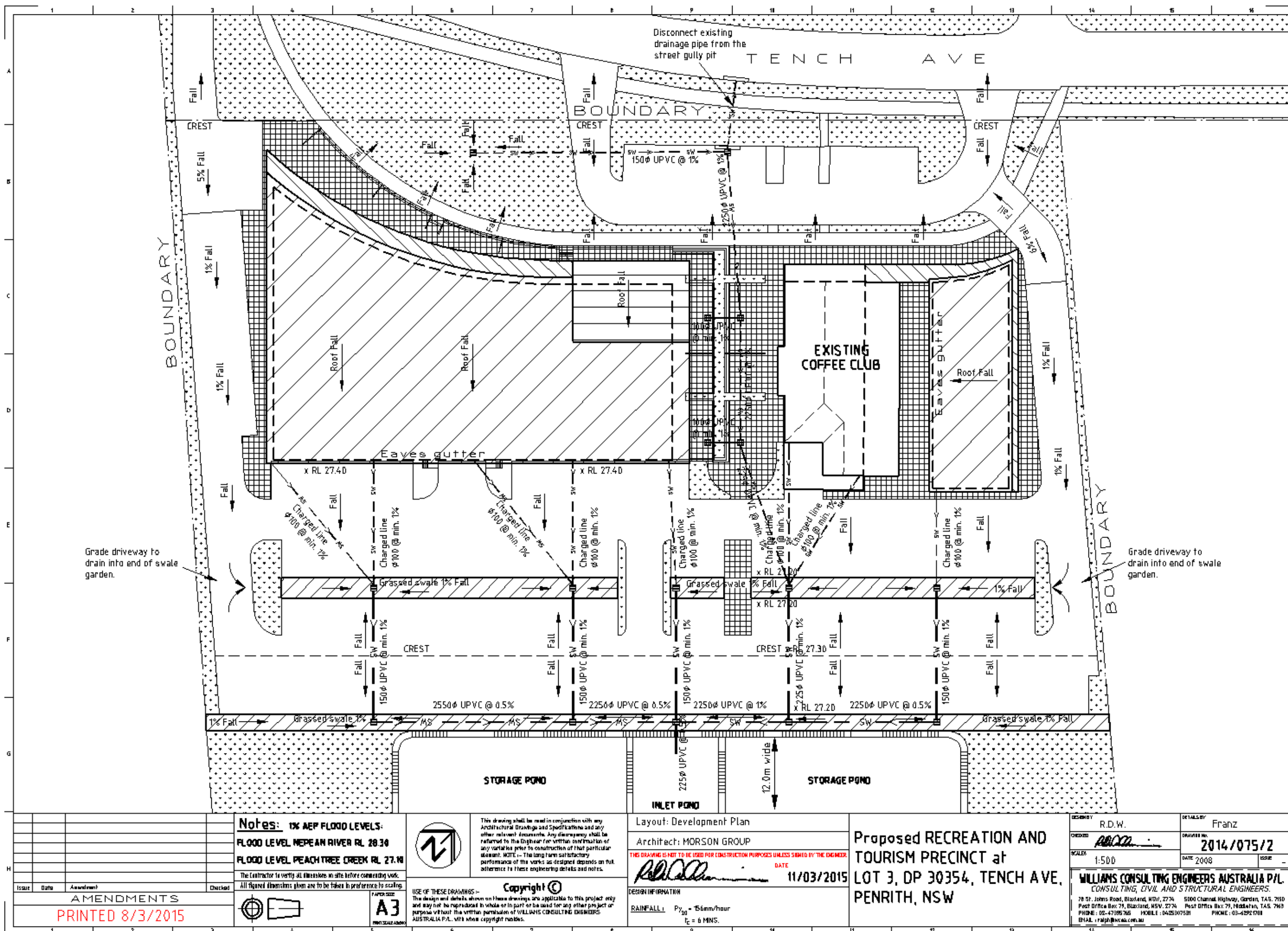
**CONCLUSIONS:**

The proposed re-development of the Coffee Club site is able to be carried out in conformance with Penrith City Council's guidelines for developments in flood affected areas and complying with the Council's water quality guidelines.

Yours faithfully,



R. D. Williams,  
B.Sc.(Tech.), Civil Engineering,  
Grad.Dip., Mining Engineering,  
MIEAust., CPEng., NPER2445628



**Notes: 1% AEP FLOOD LEVELS:**  
**FLOOD LEVEL NEPEAN RIVER RL 28.30**  
**FLOOD LEVEL PEACH TREE CREEK RL 27.10**  
The Contractor to verify all dimensions on site before commencing work.  
All figured dimensions given are to be taken in preference to scaling.



This drawing shall be read in conjunction with any Architectural Drawings and Specifications and any other relevant documents. Any discrepancy shall be referred to the Engineer for written confirmation of any variation prior to construction of that particular element. NOTE: - The long term satisfactory performance of the works as designed depends on full adherence to these engineering details and notes.

**Copyright ©**  
USE OF THESE DRAWINGS -  
The design and details shown on these drawings are applicable to this project only and may not be reproduced in whole or in part or be used for any other project or purpose without the written permission of WILLIAMS CONSULTING ENGINEERS AUSTRALIA P/L, with whom copyright resides.

Layout: Development Plan  
Architect: MORSON GROUP  
**THIS DRAWING IS NOT TO BE USED FOR CONSTRUCTION PURPOSES UNLESS SIGNED BY THE ENGINEER.**  
*[Signature]* **11/03/2015**  
DATE  
DESIGN INFORMATION  
RAINFALL:  $P_{50} = 156\text{mm/year}$   
 $I_E = 6\text{MMS}$

**Proposed RECREATION AND TOURISM PRECINCT at LOT 3, DP 30354, TENCH AVE, PENRITH, NSW**

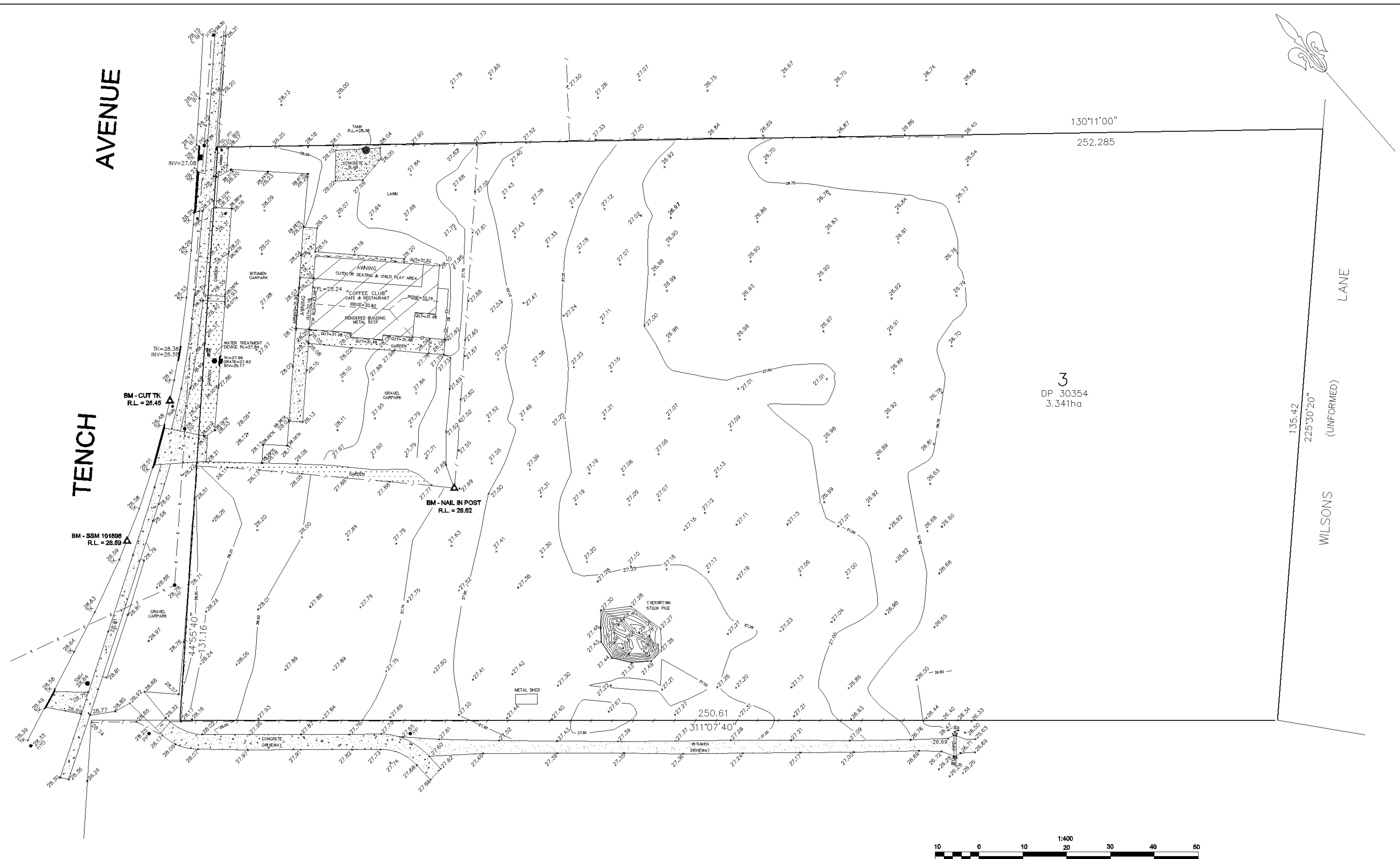
DESIGNED BY <b>R.D.W.</b>	DETAILS BY <b>Franz</b>
CHECKED BY <i>[Signature]</i>	DRAWN BY <b>2014/075/2</b>
SCALE <b>1:500</b>	DATE <b>2008</b>
<b>WILLIAMS CONSULTING ENGINEERS AUSTRALIA P/L</b> CONSULTING, CIVIL AND STRUCTURAL ENGINEERS. 78 St. Johns Road, Blackland, NSW, 2274 5000 Channel Highway, Gordon, TAS, 7150 Post Office Box 73, Blackland, NSW, 2274 Post Office Box 73, Middlebrook, TAS, 7163 PHONE: (02) 47385765 MOBILE: (0425) 307531 PHONE: (03) 62921788 EMAIL: <a href="mailto:ralph@wca.com.au">ralph@wca.com.au</a>	

**AMENDMENTS**  
**PRINTED 8/3/2015**



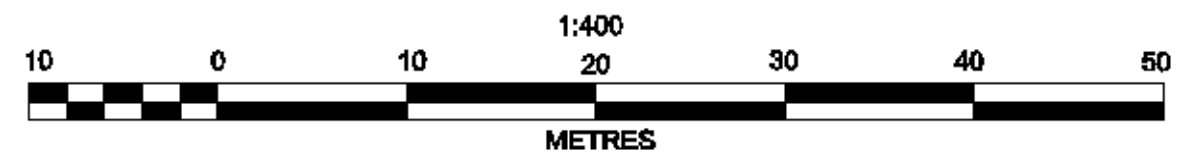
## Appendix G

### Detailed Survey



NOTES :

1. THIS DETAIL SURVEY IS NOT A 'SURVEY' AS DEFINED BY THE SURVEYING & SPATIAL INFORMATION ACT, 2002.
2. DATUM OF LEVELS : SSM101886 (R.L. = 28.592 AHD)
3. ALL AREAS AND DIMENSIONS HAVE BEEN COMPILED FROM PLANS MADE AVAILABLE BY THE OFFICE OF LAND & PROPERTY INFORMATION (NSW) AND ARE SUBJECT TO FINAL SURVEY.
4. NO SEARCH MADE OF LOCATION AND NATURE OF TELEPHONE, ELECTRICITY, SEWER, WATER, GAS AND DRAINAGE RECORDS AT THE RELEVANT AUTHORITY. PRIOR TO ANY CONSTRUCTION THE RELEVANT AUTHORITY SHOULD BE CONTACTED FOR LOCATION OF SERVICES.
5. THE POSITION OF IMPROVEMENTS IN RELATION TO BOUNDARIES IS DIAGRAMMATIC ONLY.
6. VISIBLE, ACCESSIBLE SERVICES LOCATED ONLY
7. SIGNIFICANT TREES LOCATED ONLY. POSITION AND ATTRIBUTES SHOULD BE VERIFIED ONSITE.
8. NEIGHBOURING HOUSES, RIDGE AND ROOF POSITIONS ARE APPROXIMATE ONLY.
9. THIS TITLE BLOCK AND NOTES IS AN INTEGRAL PART OF THIS DRAWING WHICH IS NOT TO BE REMOVED.
10. CONTOURS ARE INDICATIVE ONLY. SPOT LEVELS SHOULD BE USED FOR CALCULATIONS OF QUANTITIES WITH CAUTION.



<b>RICHARD HOGAN &amp; CO. PTY LTD</b>		Scale: 1:400	Contour Int: 0.25m	Principal: <b>STIMSON CONSULTANT SERVICES</b>	Dr. No. <b>B</b>
<b>SURVEYING &amp; DEVELOPMENT CONSULTANTS</b>		Datum: AHD	Surveyor: TZ	Project: <b>DETAIL AND LEVELS OVER</b>	Sheet No. 1
P.O. BOX 4346, PENRITH PLAZA, NSW 2705. PHONE: 02 4732 0999 FAX: 02 4732 0999 MOB: 0415 021 222 EMAIL: rich@rhcgroup.com.au		Date: 19/02/2014	Drafted: TZ	<b>LOT 3 IN DP 30354</b>	of 1 sheets
L.G.A.: PENRITH		A1		<b>TENCH AVENUE, PENRITH</b>	Our Ref: <b>14063</b>



# Appendix H

## Waste Management Plan

## WASTE MANAGEMENT PLAN

Demolition, Construction and use of Premises

OUTLINE OF THE PROPOSAL	
COUNCIL AREA: Penrith Council Area	DATE: March 2015
PROPOSED DEVELOPMENT: Restaurant and Café Precinct	
SITE ADDRESS: 78-88 Tench Avenue Jamisontown	
APPLICANTS NAME: Stimson & Baker Planning	
ADDRESS: PO Box 1912 Penrith NSW 2751	
BUILDINGS AND OTHER STRUCTURES ON SITE: Restaurant and associated parking	
BRIEF DESCRIPTION OF PROPOSAL: Nine (9) tenancies for food and drink premises and associated car parking and landscaping	

Encl.

Section 1 – Waste Management – Demolition Phase

Section 2 – Waste Management – Construction Phase

Section 3 – Ongoing Management of Waste

Section 4 – Onsite Management of Waste



SECTION 1 – DETAILS OF WASTE MANAGEMENT – DEMOLITION PHASE (NO DEMOLITION PROPOSED – NOT APPLICABLE)					
MATERIALS ON SITE			DESTINATION		
			REUSE and RECYCLING		DISPOSAL
Type of Material	Estimated		ON-SITE Specify proposed reuse or on-site recycling methods	OFF-SITE Specify Contractor and recycling outlet	Specify Contractor and landfill site
	Vol. (m <sup>3</sup> )	Wt. (t)			
Excavation material					
Green Waste					
Bricks					
Concrete					
Timber (specify type)					
Plasterboard					
Metal					
Other					

SECTION 2 – DETAILS OF WASTE MANAGEMENT – CONSTRUCTION PHASE					
Note: care will be taken to order right quantities of materials, minimising site disturbance and coordination of trades, where possible					
MATERIALS ON SITE			DESTINATION		
Type of Material	Estimated		REUSE and RECYCLING		DISPOSAL
	Vol. (m <sup>3</sup> )	Wt. (t)	ON-SITE Specify proposed reuse or on-site recycling methods	OFF-SITE Specify Contractor and recycling outlet	Specify Contractor and landfill site
Excavation material					
Green Waste					
Roof Tiles					
Bricks					
Concrete					
Timber (specify type) Treated pine					
Plasterboard					
Metal					
Other					



### SECTION 3 – WASTE FROM ONGOING USE OF PREMISES

Types of Waste Generated	Expected Vol. per Week
Household recyclables (paper, bottle, cans)	
Household Garbage Waste	
Green waste	

Note: Storage of waste and recycling bins will be located within the rear yard of the dwellings on the site, they will be wheeled to the street for collection by Council's waste contractors.

## SECTION 4 – ONGOING MANAGEMENT OF WASTE

If relevant, please give details of how you intend to manage waste on-site after the development is finished, for example through lease conditions for tenants or an on-site caretaker/manager. Describe any proposed on-site storage and treatment facilities.

## Statement of Environmental Effects



Proposed Restaurant and Café Precinct

78-88 Tench Ave,  
Jamisontown

March 2015

Client: C and S Sentas Pty Ltd



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This submission has been prepared by



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**Natasha Baker MPA**

Director

Author	Version	Date
NB	Draft	040115
NB	Final	310315

This report dated March 2015 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.

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<b>APPENDIX H</b>	Waste Management Plan



# 1 Introduction

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## 1.1 Overview

Stimson & Baker Planning has been engaged by C and S Sentas Pty Ltd to prepare a Statement of Environmental Effects in relation to a proposed Restaurant and Café Precinct on the property known as 78-88 Tench Avenue Jamisontown.

The proposed development includes the construction of nine (9) new tenancies to accommodate restaurants and cafes to create a dining hub that will adjoin the existing coffee club along the river. Associated site works, car parking and landscaping is also proposed.

The site is zoned *SP3 Tourist* under *Penrith Local Environmental Plan 2010* with the proposal being permissible with consent.

The proposal is consistent with the long anticipated development outcomes along the Nepean River and contributes to destination development and connecting the Penrith community to the Nepean River.

There has been preliminary discussions over the years regarding the development potential and outcomes for the site and in the context of Council's strategic work known as the Riverlink Precinct.

The proposal is defined as *development* in Section 4 of the *Environmental Planning and Assessment Act 1979* (EPA Act). Section 76A of the EPA Act stipulates that the development must not be carried out on the subject site until consent has been obtained. Furthermore, the application does not trigger any of the 'integrated development' provisions of the Act and so no third party approvals are required.

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, and Section 79C(1) of the EPA Act.

## 1.2 Report Structure

This Statement of Environmental Effects is structured as follows:

- Section 1: Introduction – provides an overview of the proposal, planning history for the site and background to the application.
- Section 2: The Site and Surrounds – provides an analysis of the subject site, development within the locality and a consideration of the local and regional context.

- Section 3: Development Proposal – provides a detailed description of the proposed development and its characteristics.
- Section 4: Statutory Context – provides for consideration of the proposal against the specific planning instruments and policies that are applicable.
- Section 5 – Section 79C Assessment - provides an assessment against section 79C of the EPA Act.
- Section 6: Conclusion and Recommendation – summarises the report and presents a recommendation.

## 1.3 Purpose of the Application

The application is submitted seeking consent for the construction of nine (9) tenancies for restaurant and café uses either side of the existing Coffee Club. The proposal will provide onsite parking, landscaping and active alfresco dining areas including a piazza.

The proposal contributes to a number of strategic directions of Council including the *Penrith Community Plan*, *Riverlink Precinct* and the *Our River Masterplan* in creating opportunities for activities in and around the river. More recently, Council has just rezoned the land to allow food and drink premises and other tourist related land uses along this stretch of the river.

The proposal is of a high architectural quality that will set the benchmark for development moving forward along the river and to generate the activity anticipated by Council and the community.

## 1.4 History of the Application

The following key points of consultation have been undertaken with Penrith City Council in preparation of the application.

### 1.4.1 Pre-lodgement Meeting

The proposal was discussed at a number of pre-lodgment meetings and discussions held with the relevant officers at Penrith Council, with the latest documented meeting on 16 December 2011 where a range of issues was discussed. Although this meeting was undertaken over three years ago, the matters raised are still current with the exception of the land use zone and permissibility which has just changed recently to allow the use. This Statement of Environmental Effects and accompanying information addresses the technical and planning compliance issues raised in that meeting and in summary include:



Summary of Issues to Address	Section of SEE /Accompanying information
<b>PERMISSIBILITY</b>	
The site is zoned Rural 1(A1) under the provisions of Penrith IDO 93. The table to Clause 40 of this IDO permits refreshment rooms for the holding of wedding receptions, conferences and similar functions subject to certain conditions. If those conditions are met, then the described use under the Table is permissible with development consent.	The site is now zoned SP3 Tourist which allows the proposed land use with consent. Refer Section 4.4.
The component of your proposal that involves a separate refreshment room to be used as a restaurant is prohibited. Whilst Council has accepted that the site benefits from <i>existing use</i> rights given the original refreshment room that operated from the site, Council does not accept that an <b>additional</b> refreshment room can be permitted under the <i>existing use</i> rights provisions of the EP&A Act and EP&A Regulations.	Refer above
Part 5, Clause 41(1), of the EP&A Regulations states that an existing use may: <ul style="list-style-type: none"> <li>(a) <i>Be enlarged, expanded or intensified, or</i></li> <li>(b) <i>Be altered or extended, or</i></li> <li>(c) <i>Be rebuilt, or</i></li> <li>(d) <i>Be changed to another use, but only if that other use is a use that may be carried out with or without development consent under the Act, or</i></li> <li>(e) <i>If it is commercial use- be changed to another commercial use (including a commercial use that would otherwise be prohibited under the Act), or</i></li> <li>(f) <i>If it is a light industrial use- be changed to another light industrial use or a commercial use (including a light industrial use or commercial use that would otherwise be prohibited under the Act).</i></li> </ul>	Refer above, existing use rights is not needed to be relied upon.
Development consent DA08/1094 was granted in accordance with these regulations. Clauses 42, 43 and 44 of the EP&A Regulations state that the enlargement, expansion or intensification/alteration or extension/rebuilding must be for the <i>existing use</i> and <b>for no other use</b> . The development of another refreshment room on the site is an additional land use to the <i>existing use</i> .	Refer above.
Accordingly, Council can only accept a development application for the land use permitted under Clause 40 of IDO 93. Such an application must address the conditions outlined in the Table to Clause 40 and any other relevant provisions of IDO 93.	Refer above.
<b>SREP 20</b>	
The site is affected by the provisions of Sydney Regional Environment Plan 20- Hawkesbury Nepean River. The site is identified as being within a Riverine Scenic Quality Area under this plan. A development application submission is to address the relevant development controls of this plan.	Section 4.3

<b>DCP 2006</b>	
<p>A development application submission is to address the relevant requirements of DCP 2006, including the following sections:</p> <p>2.1 Contaminated Land</p> <p>2.2 Crime Prevention Through Environmental Design</p> <p>2.5 Heritage</p> <p>2.6 Landscape</p> <p>2.9 Waste Planning</p> <p>2.10 Flood Liable Land</p> <p>2.11 Car Parking</p> <p>3.1 Advertising Signs</p>	<p>DCP 2006 is addressed in Section 4.5. Note that DCP 2014 has not been adopted by Council to align with the new LEP provisions.</p>
<b>Riverlink Precinct Plan</b>	
<p>The site forms part of the Riverlink Precinct Plan which has been adopted by Council. A development application submission is to address the relevant elements and principals of this plan.</p>	<p>Section 2.2. Note that the new zone SP3 implements the principles of the Riverlink Precinct Plan.</p>
<b>Heritage</b>	
<p>Any development proposal for the site is to have regard to the heritage significance of the Nepean River and a development application submission is to address the provisions of the relevant planning instruments in this regard.</p>	<p>Section 4.4 and Section 5.6.6</p>
<b>Flooding</b>	
<p>The development is to comply with Council's requirements for development in flood affected areas. Please refer to the requirements of DCP 2006 and the commentary provided by Council's engineers further in this advice.</p>	<p>Section 4.5 and Section 5.6.2</p>
<b>Design</b>	
<p>The design of the development is to have regard to the scenic quality of the area and the heritage and social significance of the Nepean River and Tench Reserve. Council encourages a high quality presentation for the development. The visual impacts of the development when viewed from the M4 motorway, Tench Reserve and other public spaces is to be carefully considered.</p>	<p>An assessment of the visual impact is provided in Section 5.6.7</p>
<p>Given the significance of this site, any proposal for development will be referred to Council's Urban Design Review Panel. It is strongly recommended that you arrange for this to occur prior to the lodging of a development application so that any design issues raised by the panel can be addressed as part of a development application submission.</p>	<p>The site is not a key site under Penrith Local Environmental Plan 2010 or known as a gateway site. The proposal is predominately single storey. It is expected that Council will refer to the UDRP as part of its</p>



	assessment process.
The design of the development is to have regard to the principles of Crime Prevention Through Environmental Design. A discussion as to how this has been addressed is to form part of a development application submission.	Section 4.5 and Section 5.6.10
It is recommended that lighting and signage details form part of the proposal.	Noted
A schedule of external finishes and visual impact assessment is to accompany a development application submission.	Refer to Architectural Drawings (Appendix A) and Section 5.6.7
<b>Landscaping</b>	
A landscape plan, prepared in accordance with the requirements of DCP 2006, is to accompany a development application submission. The landscape plan is to suggest plantings will assist with improving the visual amenity of the development. This includes screening to reduce the visual impact of the development, and all car parking areas, when viewed from the M4 motorway, Trench Reserve and other public spaces.	Landscape Plan (Appendix B) prepared by Concept Landscape Architects accompanies the application
<b>Noise</b>	
A development application submission is to be accompanied by an acoustic report, prepared by a suitably qualified consultant, addressing the impact of noise from the development on the surrounding area with particular reference to nearby residential properties.	Section 5.6.5, Appendix D.  An Operational Noise Impact Statement prepared by Rodney Stevens Acoustics accompanies the application.
<b>Engineering Comments</b>	
<p>Stormwater</p> <ul style="list-style-type: none"> <li>Stormwater drainage for the site must be in accordance with Council's Stormwater Drainage Policy.</li> <li>A stormwater concept plan shall be submitted with the application. The concept plan shall demonstrate how stormwater is discharged from the site by gravity into Council's stormwater drainage system. In this regard an open channel or pipe drainage system with dedication of an appropriate easement to drain water may be required over downstream properties. The easement to drain water must be registered prior to the issue of an operational consent.</li> <li>Stormwater discharge from the development is to match pre-existing developed flows. Stormwater discharge from the site is not to have an adverse impact upon adjoining or downstream properties. The stormwater concept plan shall be accompanied by a supporting report and calculations.</li> <li>A water quality treatment device shall be provided for all hardstand areas in accordance with Council's Development Control Plan.</li> </ul>	<p>Section 5.6.2</p> <p>Stormwater Concept Plan, MUSIC modelling accompanies the application</p>
<p>Mainstream Flooding</p> <ul style="list-style-type: none"> <li>The site is affected by mainstream flooding from both the Nepean</li> </ul>	Section 5.6.2, Appendix F.

<p>River and Peachtree Creek.</p> <ul style="list-style-type: none"> <li>• Council's adopted flood level from The Nepean River is <b>RL 28.3m AHD</b> (front of the site) and the adopted flood level from Peachtree Creek is <b>RL 27.1m AHD</b> (rear of the site). Council's records are not accurate enough to determine the extent of the Nepean River flood upon the front of the lot. Detailed ground survey of the front portion of the lot is to be submitted to Council with the application to determine the extent of the Nepean River flooding. Required heights for habitable floor levels will be determined upon submission of this survey data.</li> <li>• All plans for the site shall have levels and details to AHD.</li> <li>• The application must demonstrate that the proposal is compatible with the State Government Floodplain Development Manual and Council's Development Control Plan for Flood Liable Land.</li> <li>• Filling of flood liable land is not supported.</li> <li>• The site has been identified as being on a low flood island (in accordance with the State Government Floodplain Development Manual). A flood evacuation/ flood management plan is to be prepared in accordance with State Government Floodplain Development Manual.</li> </ul>	
<p>Local Overland Flows</p> <ul style="list-style-type: none"> <li>• The site is not affected by local overland flows.</li> </ul>	<p>Noted, refer above</p>
<p>Traffic</p> <ul style="list-style-type: none"> <li>• The application shall be supported by a traffic statement prepared by a suitably qualified person.</li> <li>• The application must demonstrate that access, car parking and manoeuvring details comply with AS2890 Parts 1, 2 &amp; 6 and Council's Development Control Plan.</li> <li>• The proposed development shall be designed to be serviced by a Medium Rigid Vehicle.</li> <li>• The application shall be supported by turning paths in accordance with AS2890 clearly demonstrating satisfactory manoeuvring on-site and forward entry and exit to and from the public road.</li> <li>• All hardstand, car parking and manoeuvring areas are to be sealed.</li> </ul>	<p>Section 5.6.4, Appendix C.</p> <p>A Parking and Traffic Impact Assessment prepared by Thompson Stanbury Associates</p>



## 1.5 Supporting Documentation

The proposal is accompanied by the following documentation:

Documentation	Prepared By
Architectural drawings	Morson Group Pty Ltd
Hydraulic Report/ Stormwater Concept Design	Williams Consulting Pty Ltd
Erosion and Sediment Control Plan	Williams Consulting Pty Ltd
Survey Plan	Richard Hogan & Co Pty Ltd
Landscape Concept Plan	Concept Landscape Architects
Parking and Traffic Impact Assessment	Thompson Stanbury Associates
Access Report	iaccess consultants
Waste Management Plan	Stimson & Baker Planning

## 1.6 Legislation, Environmental Planning Instruments and Policies to be considered

This application has been prepared in the context of the following relevant and applicable strategic and statutory instrument and policies:

- *Environmental Planning and Assessment Act 1979*
- *State Environmental Planning Policy No.55 – Remediation of Land*
- *Sydney Regional Environmental Plan No. 20 – Hawkesbury-Nepean River (No.2 -1997)*
- *Penrith Local Environmental Plan 2010*
- *Penrith Development Control Plan 2006*

## 2 The Site and Surrounds

### 2.1 Regional Context

The site is located within the Penrith Local Government Area approximately 50km west of Sydney and 30 km west of Parramatta.

*The Metropolitan Strategy, A Plan for Growing Sydney* was released on 14 December 2014. One of the goals of the Plan is that Sydney will be a great place to live with communities that are strong, healthy and well connected. The plan recognises the need to create more vibrant places and revitalised suburbs where people want to live – welcoming places and centres with character and vibrancy that offer a sense of community and belonging.

Strategically, Penrith is identified as a Regional City Centre due to it being a river city. The focus for Penrith is to connect to the river, to connect to the city centre and the community to the river to create a true 'River City'.

The proposal makes a significant contribution to the expected development outcomes for this area.



Figure 1: A Plan for Growing Sydney (<http://www.strategy.planning.nsw.gov.au/sydney/the-plan/>)

### 2.2 Local Context

The subject site is located in the suburb of Jamistown and is located directly adjacent to the extensive open space known as Tench Avenue along the Nepean River. The site sits just outside 3km of the Penrith CBD. The boat ramp to the river is directly opposite to the site. There is accessible walking/cycling paths across the front of the



site and around the river providing recreational opportunities. The site is part of Council's strategic direction to connect the community with the river and encourage destination development and its contributing element ('our River Master Plan') in what makes a Regional City. These elements include an active CBD, Penrith Lakes, Penrith Health and Education Precinct, major sporting facilities and Panthers Entertainment precinct.

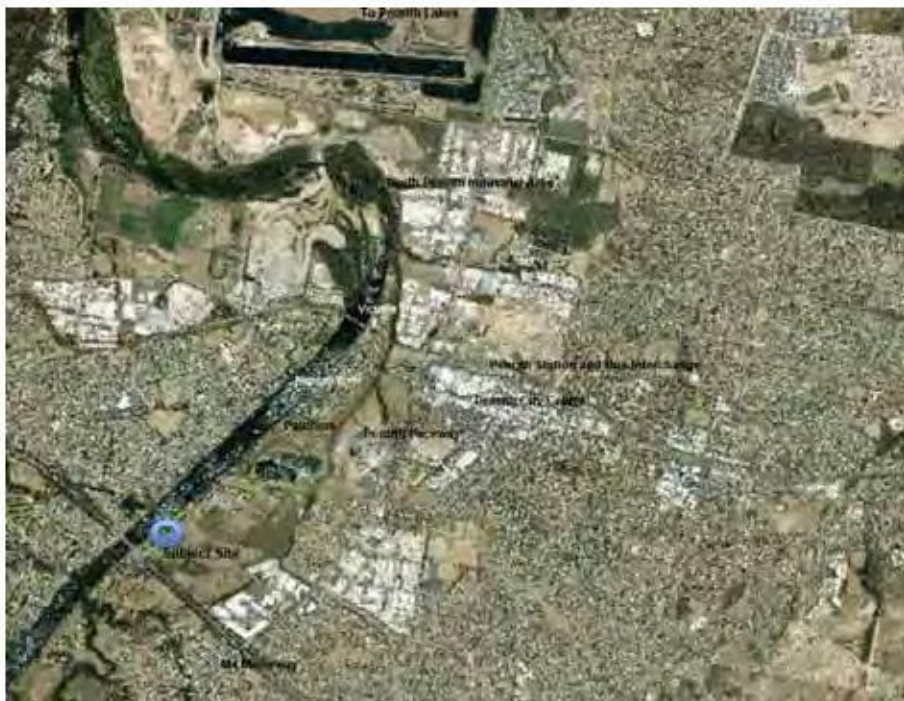


Figure 2: Local Context

The site is forming one of the important areas for Penrith as an emerging Regional City and the strategic directions that have contributed to this includes:

#### ***Riverlink Precinct Plan***

In April 2008, Council adopted the Riverlink Precinct Plan as a broad set of principles to guide future, more detailed planning for this locality. That plan identified areas that could potentially support a range of future leisure, entertainment and tourism activities in the Precinct. The Riverlink Precinct is generally bounded by the Main Western Railway in the north, the Nepean River to the west, the M4 to the south, and Mulgoa Road to the east. This plan informed the zones that were included in Amendment 4 to Penrith Local Environmental Plan 2010 and includes this site being rezoned for tourist and recreational land uses.

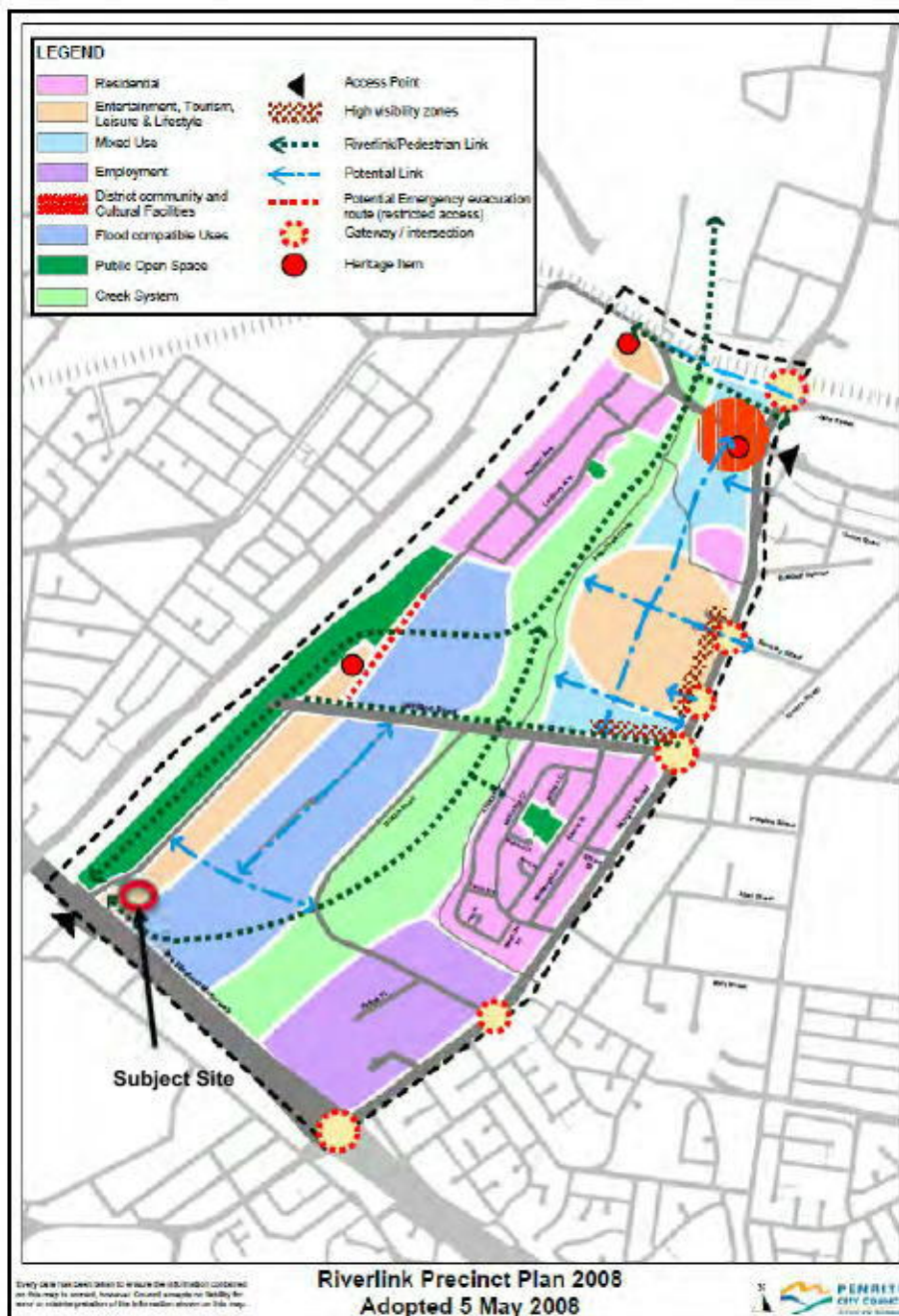


Figure 3: Riverlink Precinct Structure Plan

### ***Our River Masterplan***

In November 2013, Council adopted the Our River Masterplan which was undertaken with stakeholders including the community to determine appropriate activities around the river between Victoria Bridge and the M4 Bridge that connects the community to the river. The masterplan is a catalyst to implementing projects around the river frontage and ensures that there is a balance in its protection, preservation, enjoyment and connection to the community. The subject site forms part of the anticipated activity around the river. It is expected that this proposal will indeed be a



catalyst in its own right in stimulating interest and development adjoining the public and recreational activities along the river.

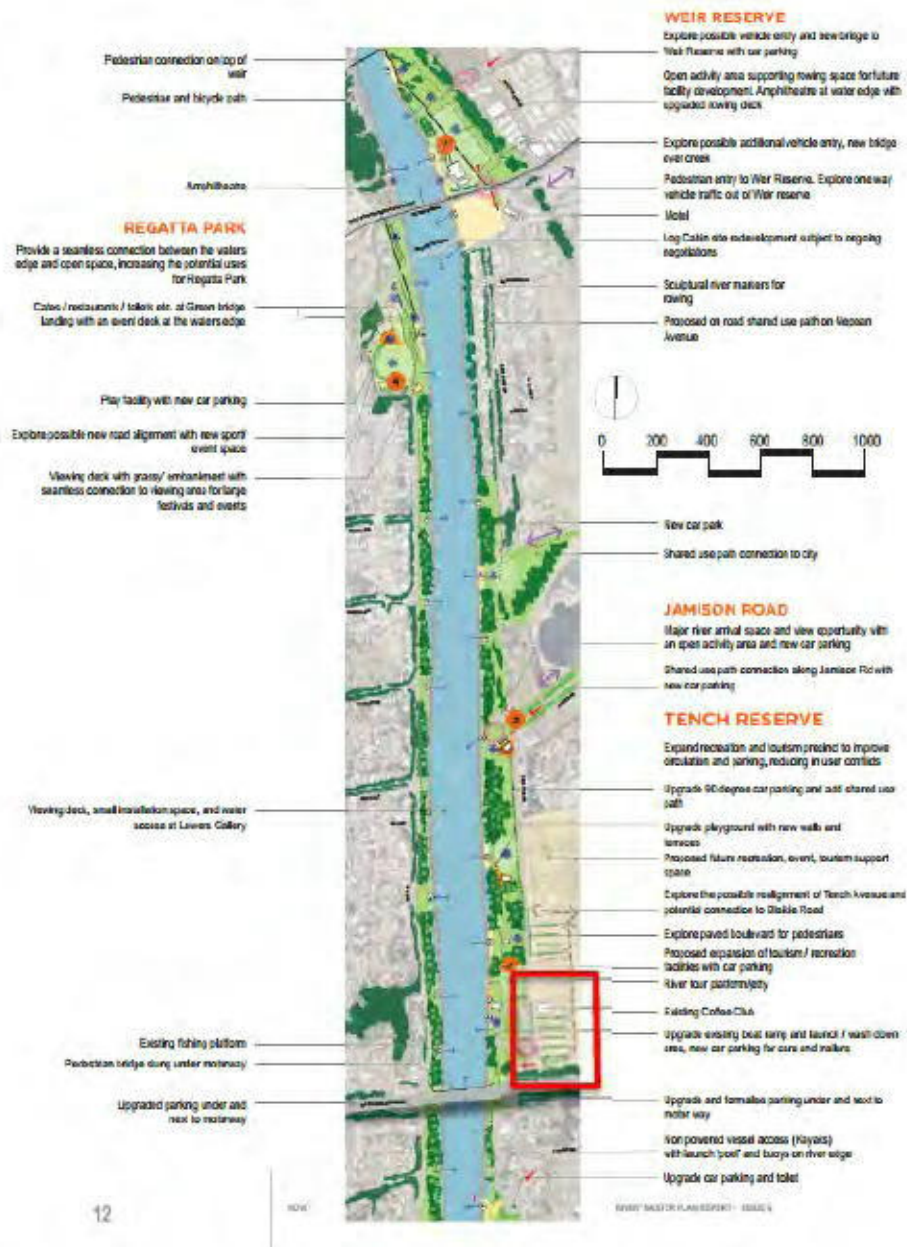


Figure 4: Our River Masterplan (pg. 12 *Our River Masterplan by Clouston's*)

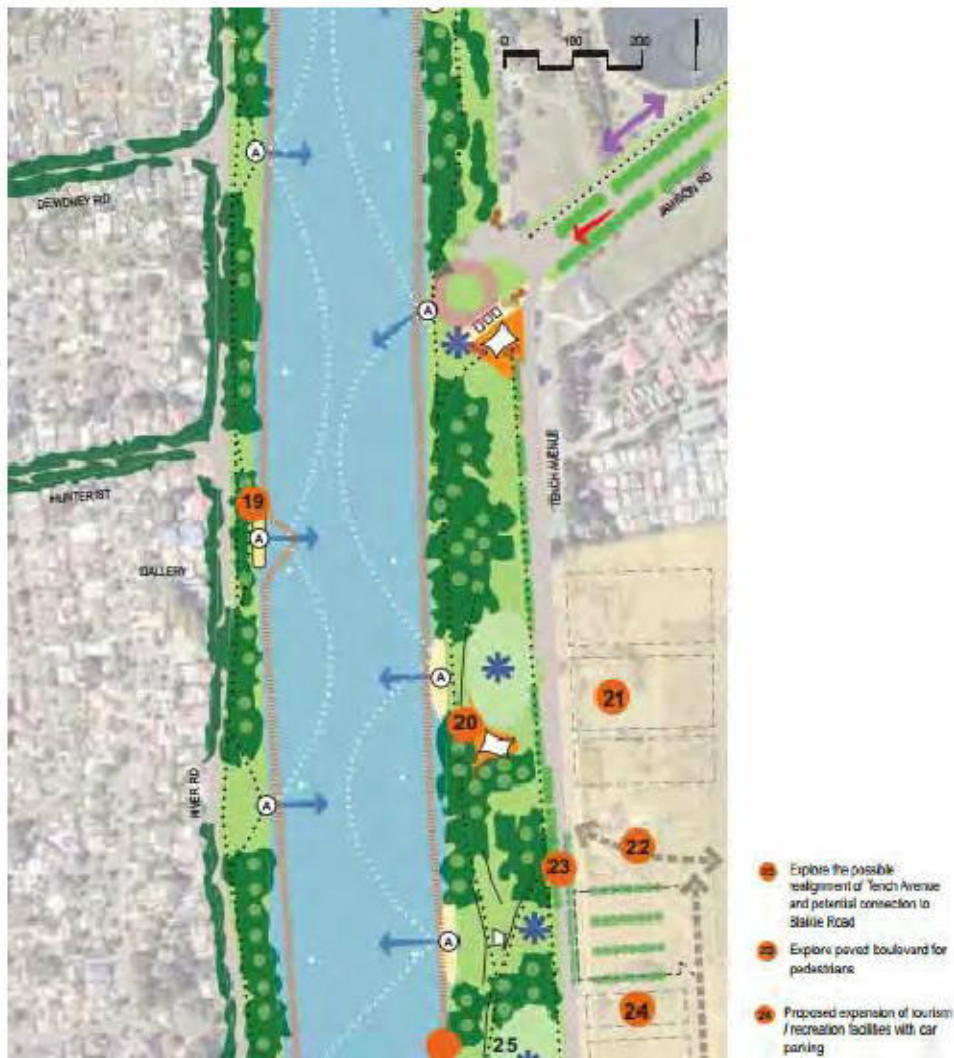


Figure 5: Trench Reserve Area (pg. 64 *Our River Masterplan* by Clouston)

## 2.3 The Subject Site

The site is located on the southern side of Trench Avenue with frontage of approximately 131.16m. The site is known as 78-88 Trench Avenue, Jamisontown and is legally described as Lot 3, DP30354. The property is orientated generally in a east west alignment, is rectangle in shape with an area of 3.341ha. However the development site only occupies 11,530m<sup>2</sup> of the site. The majority of the site to the rear is part of the Nepean River floodplain.





Figure 6 Subject site and location of existing building

### ***Topography***

The site is predominantly flat with an ever slight gradual and even fall from the front of the rear of the property.

### ***Vehicular Access***

There is direct and existing vehicular access to the site from Tench Avenue. There are currently two individual driveways providing separate entry and exit points for the existing Coffee Club.

### ***Pedestrian Access and Public Transport***

There is a pedestrian pathway across the frontage of the site forming part of the Great River Walk and connection to the M4 Bridge.

There is a bus stop immediately north of the site being Route 795 providing services along Tench Avenue and between Warragamba and Penrith Station. This service connects with other bus services along Mulgoa Road and the interchange at Penrith Railway Station.

The site is on route of the Great River Walk that provides a loop around the river and beyond and towards Windsor for pedestrians and cyclists.

### ***Utilities and Services***

There is existing reticulated sewer, water and electricity services to the site.

### ***Vegetation***

There is minimal landscaping or vegetation on the site. The majority of the site is open paddock with no vegetation.

## 2.4 Existing Development

Currently the site is occupied by a hugely successful Coffee Club franchise with onsite parking. The Coffee Club is located on the northern portion of the site. The restaurant has a seating area of approximately 315m<sup>2</sup> (130 seats internally and externally). There is currently 60 car spaces servicing the Coffee Club.

The site is adjoined by remnant rural land prime for tourist development and recreational areas. There are open paddocks surrounding the site and with small rural residential dwellings. Tench Reserve and access to the Nepean River via the boat ramp is directly across the road.



Figure 7: Existing development on the site







Figure 8: Surrounding development and land uses

## 3 Development Proposal

### 3.1 Objectives of the Proposal

This application seeks consent for the construction of an additional nine (9) tenancies to adjoin the existing Coffee Club building. This is to align with Council's strategic direction of activating and providing 'hubs' to attract more people in and around the river.



Figure 9: Site Plan

### 3.2 Details of the Proposal

The proposed development is to expand the restaurant and café offering along the river by constructing two (2) buildings either side of the existing Coffee Club containing nine (9) tenancies. The proposal in more detail includes:

#### **Design Principles**

The proposal adopts the following design principles:

- A low scale modern development that fits within the landscape providing minimal visual intrusion.
- The proposed building and its design is sensitive to the emerging change that is occurring in the area and is compatible with this transition.



- Responds to the community demand for a dining precinct adjacent to the river so maximises on views from the site with glazing to the frontage of the tenancies and provides alfresco dining areas.
- Creation of different dining experiences with indoor and outdoor dining areas, with variety of an upper level tenancy, ground level and a piazza area.
- Limits the parking at the front to ensure minimal visual interruption across the site to the river, while maintaining current lease arrangements of the Coffee Club.
- Encourages pedestrian activity with a footpath across the building area that can act as an alternate path on the Great River Walk. Encouraging a seamless integration of the site with the surrounding area.
- Introduces additional and improved landscaping that is compatible with the surrounding area and integrates the development with the surrounding recreation and open space areas.



Figure 10: Artist Impression

### **Built Form**

The proposed development will provide a built form that will provide a benchmark for emerging development along the river. The proposal is predominately single storey with a single small tenancy on a second level to provide interest on the north western elevation. This also allows for a tenancy that can capture currently missed opportunities for viewing the river while enjoying a dining experience. The proposal results in three separate buildings (including the existing Coffee Club). Materials proposed include painted precast concrete, metal deck sheet roofing, metal and glass balustrades and timber battens. The accompanying architectural drawings (Appendix A) provides details as to the materials and finishes.

### ***Detailed Elements of the Proposal***

The following detailed elements form the proposed development.

#### **Development Summary**

- Total of nine (9) additional tenancies over two (2) separate buildings.
- Retention of the existing Coffee Club
- Tenancy 1 sits on its own to the north of the Coffee Club.
- Tenancies 2-9 sits to the south of the Coffee Club.
- A piazza providing alfresco dining for outdoor dining and seating between the southern building and the coffee club.
- Total of one hundred and sixty one (161) car parking spaces.
- Total of twenty eight (28) bicycle parking.
- Loading dock
- Waste storage areas.
- Landscaped/open space areas.

#### **Tenancy floor space**

The following are the leasable areas of each proposed tenancy:

- Tenancy 1 – 336.9m<sup>2</sup>
- Tenancy 2 – 111.8m<sup>2</sup>
- Tenancy 3 – 121.9m<sup>2</sup>
- Tenancy 4 – 101.1m<sup>2</sup>
- Tenancy 5 – 260.3m<sup>2</sup>
- Tenancy 6 – 218.3m<sup>2</sup>
- Tenancy 7 – 285.2m<sup>2</sup>
- Tenancy 8 – 377.3m<sup>2</sup>
- Tenancy 9 – 118.5m<sup>2</sup> (located above tenancy 4 and provides a balcony of 61.7m<sup>2</sup>). There is an opportunity to combine Tenancy 4 and 9.
- Existing Coffee Club – 314.3m<sup>2</sup>

### ***Land Uses***

The proposal being a food and drink premises is permissible under the newly amended LEP 2010. The expected land uses are a range of café and restaurants to create a dining and entertainment precinct along the river. Separate development applications would be required for the fit out and future use of the tenancies including signage.

### ***Access and Internal Circulation***

An appropriate level of access is provided to the site, both for vehicular and pedestrian traffic. Vehicular access is provided to the site via a separate exit and entry point creating a one way flow across the front of the development. There is also a two way entry and exit driveway to the west of the site to allow access to the rear at-grade parking area.



Accessible requirements in accordance with the provisions of the Disability (Access to Premises) Standard 2010 have been incorporated into the design of the building. An access report is appended to this report in Appendix E.

The proposal provides for a shared accessible toilet facility for the development.

The proposed design indicates a stepped piazza section between the existing Coffee Club Tenancy and Tenancies 2-4. The use of this stepped area is for outdoor seating. The design as proposed indicates continuous steps for the length of the Piazza.

The provisions of AS1428.1:2009 require the installation of Tactile Ground Surface Indicator (TGSIs) along the edge of the steps to warn individuals with accessible needs of the potential of a hazard.

Given the design of the space the available pavement would be covered in TGSIs which defeats the purpose of the provision of the TGSIs.

It will be essential that an Alternative Design Solution be prepared as part of the Construction Certificate documentation to address the deletion of the TGSIs to the steps in the Piazza zone of this development and at the time of writing this report, the Alternative Design Solution was being finalised.

### ***Traffic and Parking Provision***

A Traffic and Parking Impact Assessment accompanies the application (Appendix C).

Parking is provided at grade at the front and rear of the development. A total of one hundred and sixty one (161) car spaces including disabled access spaces are proposed for the site. The front parking spaces are limited (15 spaces) to reduce the visual amenity between the development and sight lines towards the river with the balance (146 spaces) to be provided at the rear. The parking spaces maintained at the front of the Coffee Club are required to maintain the existing lease arrangements the Coffee Club has in relation to parking. There is also sufficient land further east that could be utilised as informal overflow parking if required.

There is provision for twenty eight (28) bicycle parking spaces on the site.

### ***Landscaping and Open Space***

Landscaping is provided to the development that improves the streetscape and the amenity of the site. The landscape treatment contributes to significant vegetation and open spaces in the vicinity of the site. Screen planting is proposed along the property boundary to assist with screening the parking area when viewed from surrounding areas and in particular the Motorway.

A Landscape Plan (Appendix B) accompanies the application and demonstrates high quality landscaping outcomes. The Landscape Plan identifies an open space/playground area on Council's land at the front of the property. The proposed development does not include Council's land and is not subject to this approval, therefore the concept identified for council's land has been provided to demonstrate

the potential opportunities this area could provide in relation to the café precinct and Council's recreational areas along the river.

### ***Signage***

Signage will be subject to either exempt and complying development provisions or included in future first use applications for the tenancies.

### ***Stormwater Drainage***

A stormwater drainage concept plan (Appendix F) accompanies the application and demonstrates compliance with Council's controls. Where new works are proposed the levels have been determined to ensure that there is no reduction in the existing flood storage volumes available. The site is relatively flat and therefore a wetland is proposed at the rear of the development with an initial pond storage. Further information is appended to this report in regards to the stormwater management on the site. MUSIC modelling has been carried out and accompanies the application.

### ***Utilities***

The site will be appropriately serviced to accommodate the proposed use. Some utility upgrades are likely to be required and will be confirmed with the relevant service authority.

### ***Crime Prevention through Environmental Design***

Crime Prevention through Environmental Design has been incorporated into the design of the proposed development. This has been undertaken in such a way that publicly accessible common areas can be viewed from multiple vantage points within the development.

An assessment of the CPTED principles are addressed later in this report.

### ***Civil Works***

Some minor civil engineering works are required and these are detailed in the accompanying plans.

### ***Waste Management Strategy***

Waste bins will be provided for each of the tenancies in dedicated waste storage areas at ground level and at the rear of the property. Waste will be collected by commercial contractors and organised through the owners/managers of the building or the body corporate if subject to strata subdivision in the future.

### ***Contamination***

The location of the proposed buildings is proposed on currently cleared land and open paddocks. The property has been this way for a significant number of years. There is unlikely to be contamination on the site given its previous use. SEPP 55 is addressed below.



***National Construction Code Compliance***

All works will be carried and comply with the National Construction Code (now incorporating the BCA). A Construction Certificate will be required in relation to the proposal and it is expected that Council will require matters relating to NCC compliance.

## 4 Statutory Context

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The following section provides an assessment of the proposed development against the relevant planning instruments and policies.

### 4.1 State Environmental Planning Policy No 55 – Remediation of Land

The aims and objectives of *State Environmental Planning Policy 55* (SEPP 55) are to provide a statewide planning approach to contaminated land remediation. It also promotes the remediation of contaminated land to reduce the risk of harm. SEPP 55 applies where consent is being sought for works on potentially contaminated land and/or where remediation works are proposed.

Clause 7 of SEPP 55 requires Council to consider prior to determination whether contamination may be present and if contamination is present if it is suitable for the proposed use. This assessment is applied through consideration of a contamination assessment as specified by SEPP 55.

There is no known contamination on the site. As the site has not undertaken contaminating activities on the land and the proposal will be limited in major excavation/ soil disturbance, there is unlikely any risk of contamination or the off- site movement of chemicals.

Although there has not been any site investigations directly testing contamination, the previous and current use of the site and surrounding area for mainly vacant land and rural residential development would make it unlikely that the site is contaminated.

The current use of the site is not identified as an activity that may cause contamination as identified in Table 1 of the SEPP55 Guidelines, therefore Council can consent to the carrying out of development on the land.

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

*State Environmental Planning Policy (Infrastructure) 2007* (ISEPP) provides for specific controls on specified developments including traffic generating developments.

It is noted that the scale of the proposed development numerically requires a referral to the RMS as required by Schedule 3 of the SEPP. The proposal however is seeking a variation to the parking requirements which therefore places the parking below the threshold which is discussed below in Section 4.5 and Section 5.6.4 and supported by a Parking and Traffic Impact Assessment.



## 4.3 Sydney Regional Environmental Plan No 20 – Hawkesbury Nepean River (No.2-1997)

The aim of SREP 20 (now a deemed SEPP) is to protect the Hawkesbury-Nepean River system by ensuring that the impacts of future land uses are considered in a regional context. The maps for SREP 20 are not readily available to ascertain whether the site is located within a riverine corridor or an area of local or regional scenic significance. It is assumed that given its location to the river that it is located in an area of scenic significance.

Part 3 Development Controls identify land uses in or near the river that are prohibited or require development consent, consultation or concurrence. Clause 11 outlines the land uses. The most appropriate land use identified is *Clause 11(16) Land uses in riverine scenic areas*, which requires consent for structures greater than 50sqm or over 1 storey in height. There are also additional matters for consideration by the consent authority. Those of relevance to this proposal relate to visual impacts, which is addressed in more detail in the report at Section 5.6.7 and it is considered the proposal satisfies these requirements.

Any nominated strategies in relation to water quality and management is addressed throughout this report. 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.

## 4.4 Penrith Local Environment Plan 2010

The Penrith LEP 2010 is the primary environmental planning instrument relating to the proposed development.

The objectives of the LEP are as follows:

- (a) *to provide the mechanism and planning framework for the management, orderly and economic development, and conservation of land in Penrith,*
- (b) *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 and with a strong commitment to healthy and safe communities and environmental protection and enhancement,*
- (c) *to accommodate and support Penrith's future population growth by providing a diversity of housing types, in areas well located with regard to services, facilities and transport, that meet the current and emerging needs of Penrith's communities and safeguard residential amenity,*
- (d) *to foster viable employment, transport, education, agricultural production and future investment opportunities and recreational activities that are suitable for the needs and skills of residents, the workforce and visitors, allowing Penrith to fulfil its role as a regional city in the Sydney Metropolitan Region,*

- (e) *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,*
- (f) *to protect and enhance the environmental values and heritage of Penrith, including places of historical, aesthetic, architectural, natural, cultural, visual and Aboriginal significance,*
- (g) *to minimise the risk to the community in areas subject to environmental hazards, particularly flooding and bushfire, by managing development in sensitive areas,*
- (h) *to ensure that development incorporates the principles of sustainable development through the delivery of balanced social, economic and environmental outcomes, and that development is designed in a way that assists in reducing and adapting to the likely impacts of climate change.*

The proposed development is consistent with the above relevant objectives.

The subject site is zoned *SP3 Tourist*. The objectives of the SP3 zone are:

- *To provide for a variety of tourist-orientated development and related uses.*
- *To provide for diverse tourist and visitor accommodation and activities that are compatible with the promotion and tourism in Penrith.*
- *To create an appropriate scale that maintains important views to and from the Nepean River as well as to the Blue Mountains escarpment, while also improving important connections to the Penrith City Centre and the Nepean River.*

The proposed development is consistent with the objectives in that:

- The proposal is providing opportunity for choice in food and drink premises which will contribute to the variety of activities that are considered tourist-oriented.
- The proposal is compatible with the promotion and tourism in Penrith. The river is a destination in its own right. The proposal will further anchor the attraction of the river.
- The proposal is at an appropriate scale that will maintain important views to and from the river and contribute to the connections the river will have with the wider area and community. The proposal is considered low scale and is not highly visible from numerous vantage points around the river.



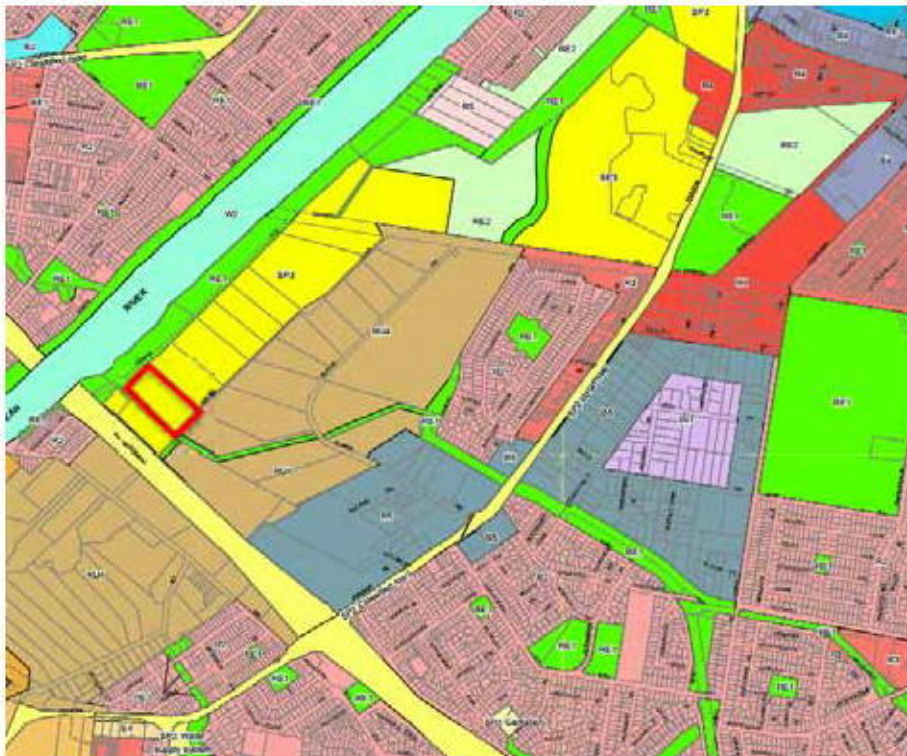


Figure 11: Zoning of the property

The Land Use Table of the LEP nominates *food and drink premises* as a permissible form of development in the zone, with development consent. *Food and Drink Premises* is a group term and includes cafes and restaurants. The Dictionary definition is:

**Food and Drink Premises** that are used for the preparation of and retail sale of food or drink (or both) for immediate consumption on or off the premises, and includes any of the following:

- (a) A restaurant or café,
- (b) Take away food and drink premises,
- (c) A pub,
- (d) A small bar.

The following relevant clauses within Penrith Local Environmental Plan 2010 are to be considered in relation to the proposal:

Part 4 Principal Development Standards	
Provision	Comment
4.3 Height of building	The Height of Building map nominates this site as a maximum 8.5 height. The proposed building has a maximum height of 7m over a small section of the development.
4.4 Floor space ratio	There is no FSR applying to the property

<b>4.6 Exceptions to development standards</b>	Not required
<b>Part 5 Miscellaneous Provisions</b>	
<b>Provision</b>	<b>Comment</b>
<b>5.6 Architectural roof features</b>	The proposal provides flat and angled roof forms. This does not compromise this clause.
<b>5.9 Preservation of trees and vegetation</b>	No trees are proposed to be removed
<b>5.10 Heritage conservation</b>	The site is not identified as a heritage item or within a heritage conservation area. The proposal is in the vicinity of the Rowing Course along the Nepean River, however given the setback of the river and minimal visibility of the development from the river, the proposal is unlikely to impact or minimise the significance of this heritage item. In fact, the proposal will attract people to the area to celebrate the importance of the Nepean River.
<b>Part 7 Additional Local Provisions</b>	
<b>Provision</b>	<b>Comment</b>
<b>7.1 Earthworks</b>	The proposal requires earthworks in relation to creating building pads and parking areas. Appropriate measures will be put in place to avoid, minimise or mitigate any impacts that may arise. Minimal cut and fill will be required as the site is relatively flat.
<b>7.2 Flood planning</b>	A portion (rear) of the site is subject to overland flow flooding from Peachtree Creek. The site is not identified on the Flood Planning Land maps as being affected by mainstream flooding from the River. The 'development site' is above the 1:100 year flood level. The proposal will not raise the flood storage of the site as all development will be constructed with finished floor levels at or above the 1 in 100 year flood level. Given the itinerant use of the proposal it is unlikely to pose a significant risk to people given people are less likely to participate in tourist related activities in times of significant rainfall/flood events. Further details in Section 5.6.2.
<b>7.4 Sustainable development</b>	The proposal has given consideration to the sustainable development principles referred to in this clause.
<b>7.5 Protection of scenic and landscape values</b>	Part of the property is identified as having scenic and landscape values. The proposed development is considered to be designed in a manner that has regard to visual impact given its location and proximity to the river. Section 5.6.7 provides more detail in this regard.
<b>7.6 Salinity</b>	The proposal is unlikely to have an impact on the salinity processes or salinity likely to impact the development. There is no known salinity on the site.
<b>7.7 Servicing</b>	The proposal will retain all the servicing that occurs on the site and connection to water, sewer and electricity. Upgrades may be required to accommodate the use and this will be confirmed with the relevant agencies prior to construction.
<b>Schedule 5 Environmental Heritage</b>	
Item 148 Local Heritage – Nepean Rowing Course, Nepean River is in the vicinity of the site – refer to Clause 5.10 above and section 5.6.6 of the report.	

There are no other clauses relevant to the proposal.



## 4.5 Penrith Development Control Plan 2006

Development Control Plans contain finer grain planning controls in respect of specific development types. The following parts of the Penrith Development Control Plan 2006 (DCP) are the most relevant in the case of the proposed development.

Penrith Development Control Plan 2006	
2.2 Crime Prevention Through Environmental Design	
Aims and Objectives	Comment
<p>Enhance and improve community safety within the City of Penrith.</p> <ul style="list-style-type: none"> <li>• Create a physical environment that encourages a feeling of safety</li> <li>• Address community concerns with regard to issues of community safety and crime prevention.</li> <li>• Reduce the level of crime within the City of Penrith.</li> <li>• Prevent the opportunity for criminal activity.</li> <li>• To ensure that new developments promote crime prevention through environmental design.</li> </ul>	<p>The proposed development has been designed in accordance with the general requirements for crime prevention through environmental design. The approach of the design has been undertaken so that the possibility of opportunistic crime is reduced through the minimisation of dead end paths/laneways, entrapment zones and inappropriate lighting.</p> <p>The development allows for public access through and around the site. The entrance is directly fronting Tench Avenue. All areas can be viewed from the building.</p> <p>Refer to Section 5.6.10</p>
2.3 Engineering Works	
Control Requirement	Comment
All Engineering Works shall be undertaken in accordance with the provisions of the Penrith City Council's "Guidelines for Engineering Works for Subdivisions and Developments – Part 1 – Design" and "Guidelines for Engineering Works for Subdivisions and Development – Part 2 – Construction".	The proposed development will comply with the engineering requirements as specified in Council's document "Guidelines for Engineering Works for Subdivisions and Developments – Part 1 – Design" and "Guidelines for Engineering Works for Subdivisions and Development – Part 2 – Construction". These will be further refined at the issue of a construction certificate.
2.4 Erosion and Sediment Control	
Control Requirement	Comment
A1 Erosion and Sediment Control Plans	An Erosion and Sediment Control Plan accompanies the application and has been prepared that complies with Section 10 and Appendix 1 of Council's "Code of Practice for Soil Erosion and Sediment Control" and the Landcom document "Managing Urban Stormwater – Soils and Construction" (the Blue Book).
A2 Site Rehabilitation and Landscaping	The site will be appropriately landscaped after construction has finished and there will not be any large areas where runoff could cause erosion.
B1 Minimum Requirements for Erosion and Sediment Control	Erosion and sediment control will be in place prior to any construction activities commencing on the site.
C1 Implementation	It is expected that Council would make provision of a detailed Erosion and Sediment Control Plan a condition of consent to be completed prior to submission of a Construction Certificate.

Penrith Development Control Plan 2006	
2.6 Landscape	
Control Requirement	Comment
<p>In summary the objectives include:</p> <ul style="list-style-type: none"> <li>a. Implement Penrith Council's Vision Statement</li> <li>b. Promote landscape planning and design as part of a fully integrated approach to site development</li> <li>c. Quality landscapes associated with new developments that are consistent with industry best practice.</li> <li>d. Adopt the principles of Ecologically Sustainable Development (ESD).</li> <li>e. Retain and protect the long-term viability of remnant bushland, existing trees, canopy cover and landscape features.</li> <li>f. Complement the proposed built forms and minimize the impacts of scale, mass and bulk of the development on the existing area and surrounding streetscapes, viewsheds and neighbourhood amenity.</li> <li>g. Functional attributes such as privacy, shade and wind protection, which at the same time discourages the opportunity for crime and vandalism.</li> <li>h. Advise that Council will require quality landscape works for all relevant developments and that the landscaping must be maintained to a high standard for the life of that development.</li> </ul>	<p>A detailed Landscape Concept Plan accompanies this application.</p> <p>The plants that will be used in the landscaping will be varieties that require low levels of maintenance and are drought resistant to reduce water use within the development.</p> <p>The proposed landscaping is to complement the existing vegetation in the surrounding areas and along the river and open space areas.</p> <p>As required by Council, there is significant screen planting provided on the boundaries and to screen the rear parking area when viewed from the motorway.</p>
2.8 Significant Trees	
Control Requirement	Comment
<p>Council are developing a list of significant trees within the Council area. Trees can be listed as significant due to being endangered or being significant within the viewshed.</p>	<p>No trees on site.</p>
2.9 Waste Planning	



Penrith Development Control Plan 2006	
Control Requirement	Comment
Waste Management Plan to be submitted with Development Application.	Council require a Waste Management Plan to be submitted with Development Applications. The Waste Management Plan adopts the general principals of "Reduce, Reuse, Recycle, Dispose".  A Waste Management Plan accompanies the application.
Communal Waste Storage Area	The development is proposed to have a communal waste storage area that is contained in a secured area at the rear of the building.  The communal waste storage area will be accessed via the rear of the building with an access control system and will be appropriately lit, sealed and ventilated to prevent offensive odour build up and entry of vermin.
2.10 Flood Liable Land	
Control Requirement	Comment
Council will consider the type of development, including general location, structural adequacy, building materials and specific siting of buildings on each site, to assess the potential impact the development may have.	The proposed development is located on land that Council has identified as being liable to overland flow flooding from Peachtree Creek. There does not appear to be any mainstream flooding on the site.  The application is accompanied with a flood report analysing the flooding and impacts on surrounding areas. The proposal will not compromise the flood storage of the site. All development will be above the 1 in 100 year flood level from the Nepean River. Further details are provided in Section 4.4 and Section 5.6.2 of the report.
2.11 Car Parking Requirements	
Control Requirement	Comment
Food and Drink Premises fits under restaurants which requires:  Car parking - 1 per 5.5m <sup>2</sup> of seating area or 1 per 4 seats, whichever greater plus 1 space per employee  Bicycle parking - 3% seating capacity and 3% staff	A detailed Parking and Traffic Impact Assessment has been provided with the application that addresses these issues.  The proposal provides for 161 car spaces, which is a deficit of 179 spaces. Further justification in relation to the parking is provided in detail below in Section 5.6.4.  Bicycle parking is provided for 28 bicycles - which is suitable for the proposal.
2.13 Tree Preservation	
Control Requirement	Comment
TPOs promote the replanting and good management of trees, whilst prohibiting the ring-barking, cutting down, topping, lopping, removing, injuring or wilful destruction of any trees having a height greater than three (3) metres, except with the written consent of Council.	No trees are required to be removed.

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

### **Variations Sought**

A variation is required to the required number of car parking spaces required for the proposal. The proposal requires a total of 340 car spaces but provides 161 spaces, this is a short fall of 179 spaces in accordance with the DCP provisions. A Parking and Traffic Impact Assessment accompanies the application and acknowledges that the proposal provides a significant shortfall. The report indicates that it is not desirable to provide the additional 173 spaces in a formalised manner as this would contribute to a large hard stand area and on an area that is subject to flooding.

There is sufficient room on the site to provide parking if required, however it is requested that any additional parking that Council requires as appropriate is provided in an informal manner further east of the proposed formalised car parking area. This could be provided in a more permeable material and be less visually intrusive for an area with scenic qualities. An extensive hard surface carpark for the development would detract from the visual enhancement the building and uses would provide.

It is also provided that the river and its associated open space and recreation areas attracts people to the area that would normally rely on the on street parking areas provided and that these people would also visit the premises. People also visit the area by walking and cycling further reducing the dependency on vehicles. There is bicycle parking provided for the proposal.

In consideration of the above, it is submitted that given the nature of the development, its scenic qualities and the area as an emerging strategic tourist destination that the variation to the parking is considered reasonable in this circumstance. Further details about the parking is found in Section 5.6.4.



## 5 Section 79C Assessment

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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

There are no known draft Environmental Planning Instruments applicable to the subject site.

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

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

Although not required to be considered in a statutory sense, it is important to note that draft DCP 2014 was adopted by council in March 2015. It has not taken effect at the time of this report. The provisions will remain largely unchanged with the exception of some additional chapters to cover key precincts. Chapter E13 of draft DCP 2014 applies to the Riverlink Precinct and consequently the subject site. For completeness and assessment of the proposal against the relevant sections of draft DCP is as follows:

Draft Penrith Development Control Plan 2014	
E13 Riverlink Precinct	
13.1.1 Landscape Structure	
Control Requirement	Comment
<p>1. General</p> <p>a) A long-term landscape concept plan must be provided for all landscaped areas including the deep soil landscape zone in accordance with the landscape design section of this DCP</p> <p>b) Remnant vegetation and riparian areas in the precinct are to be protected and enhanced where possible.</p> <p>c) Any significant stands of mature trees are to be assessed and where the health and vigour of the stand is demonstrated, are to be retained.</p> <p>d) Landscaping is to be integrated in the front setback of the development to provide an attractive outlook within buildings, an attractive edge to the footpath, and to screen and breakdown the apparent scale of large areas of façade.</p> <p>e) Where the setback area is a deep soil zone, clear-trunk canopy trees shall be planted whose mature height is no less than the height of the building.</p> <p>f) Where an established planting character exists, this is to be continued into adjacent new development sites.</p> <p>g) Native or indigenous plants that have lower water requirements are to be incorporated.</p> <p>h) Landscaping of balconies or roofs (vertical gardens/pots) should be provided to help visually minimise building mass and help soften the building. These areas should be designed for optimum conditions for plant growth by:</p> <p>i. Providing soil depth, soil volume and soil area appropriate to the size of the plants to be established;</p> <p>ii. Providing appropriate soil conditions and irrigation methods</p> <p>iii. Providing appropriate drainage.</p> <p>iv. The mix of plants in a planter, for example, where trees are planted in association with shrubs, groundcovers and grass.</p> <p>2. Street Design</p> <p>a) All streets are to provide verge planting in local streets and full width decorative paving in pedestrian areas with high activity.</p> <p>b) The street detailing, furniture, lighting and finishes are to be developed to respond to the specific character of the Precinct and are to complement the new urban design palette of Penrith City Centre.</p>	<p>A detailed Landscape Concept Plan accompanies this application.</p> <p>The plants that will be used in the landscaping will be varieties that require low levels of maintenance and are drought resistant to reduce water use within the development.</p> <p>The proposed landscaping is to complement the existing vegetation in the surrounding areas and along the river and open space areas.</p> <p>As required by Council, there is significant screen planting provided on the boundaries and to screen the rear parking area.</p>



13.2.1 Permeability	
Controls	Comment
<p>1. Through site links are to be provided as shown in Figure E13.3 with accessible paths of travel that are:</p> <ol style="list-style-type: none"> <li>A minimum width of 4m for its full length and clear of all obstructions including columns, stairs, etc.</li> <li>Direct and publicly accessible thoroughfares for pedestrians; and</li> <li>Open-air for its full length and have active frontages or a street address.</li> </ol> <p>2. Ensure new streets and through site links extend and reinforce the existing street and block pattern as shown in Figure E13.3.</p> <p>3. New through site links should be connected with existing and proposed through block lanes, shared zones, arcades and pedestrian ways and opposite other through site links.</p> <p>4. The redevelopment of sites with an extra area of 5 hectares or more are to include new streets, lanes and/or site links to ensure permeability and encourage public access throughout the site.</p> <p>5. Locate vehicular access and entries to parking on secondary streets or at the rear of buildings.</p> <p>6. Existing publicly and privately owned links are to be retained.</p> <p>7. Signage is to be located at the street entries indicating public access through the site as well as the street to which the link connects.</p>	<p>The proposal provides pedestrian paths and linkages to the Great River Walk. The proposal does not interfere or compromise the proposed Riverlink network proposed in Fig 13.3 of the DCP.</p> <p>The majority of the proposed parking is provided at the rear of the development.</p> <p>Signage will be provided at a later DA for the new tenancies.</p>
13.2.2 Pedestrian and Cycle Network	
Controls	Comment
<p>1. Paved Services are to be designed to delineate between different uses including pedestrian areas, car parking spaces and driveways.</p> <p>2. Signage is to be located at street entries including public access through the site as well as the street to which the link connects.</p>	<p>There are different materials proposed to delineate the different uses around the site. It is very clear what the vehicle and pedestrian spaces are.</p>
13.3 Built Form	
Controls	Comment
<p>1. Street setbacks are to be in accordance with those shown in Figure E13.5 Where an area is not identified in Figure E13.5 applicants should refer to other sections of this DCP for minimum setback requirements.</p> <p>2. Provide slender buildings aligned to the street or pedestrian walkways where possible.</p> <p>3. Minor projections into front building lines and setbacks for sun shading devices, entry awnings and cornices are permissible.</p> <p>4. Buildings must demonstrate that views to the blue mountains escarpment are maintained through the provision of technically accurate perspectives to the satisfaction of Council officers.</p>	<p>3m setback required. The proposal provides for a curved and varied setback for interest which range from 18m and greater. This is to be consistent with the existing Coffee Club setback.</p> <p>The proposed building is slender and will have direct pedestrian access.</p> <p>Given the low scale nature of the development and separation of the development into three buildings, the views through to the Blue Mountains escarpment is maintained.</p>

13.3.2 Active Street Frontages	
Controls	Comment
<ol style="list-style-type: none"> <li>1. Active ground level uses are to be located as shown in Figure E13.6.</li> <li>2. Entries to active frontage tenancies are to be accessible and at the same level as the adjacent footpath.</li> <li>3. Vehicular access points should not be located at the primary active frontages or adjacent to building entry points.</li> <li>4. Ground level uses at active frontage zones are to be located at or close to street level.</li> <li>5. Transparency and openings to the street are to be maximised and blank walls, fire exits and building services elements are to be minimised.</li> <li>6. Locate primary pedestrian entries to building on the street frontage.</li> <li>7. Design setback areas to provide interest and maximise opportunities for casual surveillance.</li> <li>8. Design openings, including main entries, to the street to activate the street and to provide passive surveillance and overlooking of the public domain.</li> <li>9. Development on High Street may be built to the street frontage to encourage active uses including restaurants and cafes.</li> </ol>	<p>The proposal is identified in Fig 13.6 as requiring active street frontage. This is provided in the proposal. There are glazed windows, outdoor dining and pedestrian paths, as well as grassed areas at the front of the development where people could informally sit. It is a very active frontage.</p>



13.4.3 Tourism and Recreation Precinct	
Controls	Comment
<p>1. Facilitate access and areas for casual spectator vantage points for river based events</p> <p>2. Facilities for water related uses should be provided at major points along the River such as pontoons, wharf structures, boardwalks and viewing decks.</p> <p>3. Improved vehicle circulation and parking should be provided, including trailer parking near boat launch areas.</p> <p>4. Improvements to the public domain are to be implemented such as street lighting and continuous street planning.</p> <p>5. Vehicular access points and entries to parking areas are to be located on secondary streets or at the rear of buildings.</p> <p>6. Landmark and gateway intersections are to be reinforced with buildings as shown in Figure E13.10 and are to demonstrate architectural excellence in the following areas:</p> <ol style="list-style-type: none"> <li>How the building reinforces and enhances significant vistas and view corridor</li> <li>How the building will enliven the public domain it adjoins.</li> </ol> <p>7. Materials are to be selected for durability and quality. In general painted surfaces are not appropriate especially at street 'level'.</p> <p>8. Particular attention is to be paid to detailing of materials.</p> <p>9. Balconies and terraces should be provided, particularly where buildings overlook parks and on low rise parts of buildings. Gardens on the top of setback areas of buildings are encouraged.</p> <p>10. Facades are to be articulated so that they address the street and add visual interest.</p> <p>11. To assist articulation and visual interest, large expanses of any single material are to be avoided.</p> <p>12. External walls should be clad with high quality and durable materials and finishes.</p> <p>13. Adjoining buildings (particularly heritage buildings) are to be considered in the design of new buildings in terms of :</p> <ol style="list-style-type: none"> <li>Datum of main façade and roof elements,</li> <li>Appropriate materials and finishes selection,</li> <li>Façade proportions including horizontal or vertical emphasis.</li> </ol> <p>14. Buildings are to be simple, elegant and well proportioned.</p> <p>15. Environmental and sustainable initiatives are to be incorporated into new buildings.</p>	<p>The site has many areas for views across the site towards Tench Reserve to feel part of and connected to river based events.</p> <p>Parking is provided at the rear of the building.</p> <p>The proposal does not compromise desired connection lines identified on Fig13.10.</p> <p>Material and finished are provided in the accompanying architectural plans and considered appropriate.</p> <p>A small balcony is provided for proposed tenancy 9 to overlook Tench Reserve.</p> <p>The proposed building is considered to contemporary, elegant and suitable for the site and surrounding area.</p>

## 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

No trees require removal. The proposal will not impact on any flora and fauna.

### 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. A wetland is proposed at the rear of the development to manage the stormwater on site in the context of the new development and its construction on a flood plain.

A flood report accompanies the application and provides that all new buildings are proposed to be constructed with finish floor levels at or above 28.8m AHD, providing a minimum 500mm freeboard to the 1 in 100 year flood event as required by Council policies. It is also noted that there is a footpath at the north western corner of the site which is at or slightly above the 1 in 100 ARI mainstream Nepean River flood level. Egress from the site will be directed to this point providing patrons with safe access to a public point, if required. They also may remain in the building at peak flood times as such peak flood periods would be only expected to last a short period. It is considered that the proposed development is considered to be an itinerant use and although the site is isolated during flood periods it is expected that during heavy rainfall or flood events, people typically would not participate in recreational or tourist activities, minimising the number of people visiting the site during these times.

The proposed development will not significantly impact the stormwater management on the site or the flood storage.

### 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

A Parking and Traffic Impact Assessment has been prepared addressing car parking requirements and a traffic impact assessment.

The site is access by a suitable local road network that ultimately connects to Mulgoa Road a State road. The additional traffic expected from the proposal is considered reasonable given the current and emerging tourist attraction of the area.

The proposal provides 161 car parking spaces which is a shortfall of 179 spaces to what is required by Councils DCP. A variation request is provided and outlined above in Section 4.5 and considered reasonable in the circumstances of this proposal.

The parking and traffic impact assessment (Appendix C) concludes that:

- *Whilst the proposed formalised off-street parking provision represents a shortfall with respect to Council's relevant DCP requirements for restaurant uses, there is adequate overflow capacity to accommodate Council's parking requirements in an informal manner within the south-eastern portion of the site;*
- *The proposed access arrangements, internal circulation and manoeuvring arrangements are capable of providing for safe and efficient vehicular movements during peak times;*
- *The surrounding road network operates with a good level of service during peak periods;*
- *The subject development has been projected to generate in the order of 113 additional peak hour vehicle trips to and from the subject site; and*
- *It is considered that the adjoining road network is capable of accommodating the additional traffic projected to be generated by the subject development.*

An assessment against the planning provisions in relation to access, parking and traffic have concluded that no unacceptable impacts are expected as a result of the proposal and any variation as it relates to the parking is reasonable in the circumstances of the proposal.

#### 5.6.5 Noise Impacts

An Operational Noise Impact Statement has been prepared addressing predicted noise levels associated with the operation of the proposal including traffic. The Assessment concludes that:

*This assessment has been carried out in accordance with NSW EPA Industrial Noise Policy and this report is to form part of a Development Application for the site to Penrith City Council. A noise impact assessment has been conducted in relation to the proposed restaurant and café precinct operations specifically noise impacts from the patrons talking, background music and car park vehicle movement.*

*An assessment of the road traffic noise impact from additional road traffic generated by the proposed precinct has also been conducted. The assessment based on peak hour traffic volumes has determined that road traffic noise impacts from additional traffic on existing receivers generated by the proposed development will potentially satisfy the RNP criteria*

*Based on the above assessment of worst case scenario, RSA deems the project site to be suitable for operation, provided that the noise control measures recommended in Section 8 of this report are implemented*

The noise control measures proposed as outlined in Section 8 of the report include:

*Based on the predicted operational noise impacts exceedances (refer Table 6-6) the following noise management and control measures are recommended to ensure that the precinct operates in compliant manner:*

- *The hours of operation of the proposed restaurant and café precinct be restricted to between 7:00 am and 10:00 pm. The operator of the precinct should also ensure that the car park only operates during the above specified time period.*
- *An electronic frequency dependant limiting device should be installed to the sound system to ensure that the amplified background music is set to the limit the background music to the levels set out Table 8-1 below. Ensure that speakers are arranged to face into the precinct and should not be facing out towards any resident.*

The above recommendations are suitable to include as conditions of consent. Given the area is evolving to a tourist destination the conclusions and recommendations are suitable in relation to the proposal.

#### 5.6.6 Heritage Issues

There are no heritage items on the subject property however the rowing course along the Nepean River, a listed heritage item, is in the vicinity of the site. It is considered that the proposed development is setback significantly from this heritage item and has minimal direct visual connections from the actual water. In this regard, the proposal does not impact on the significance of this heritage item. It is provided that the development will attract people to the river which will contribute to people celebrating and acknowledging the importance of the river. Visibility of the site from various vantage points around the river is found below in Section 5.6.7.

#### 5.6.7 Visual Impact

The proposed development is designed with a high level of architectural merit that exceeds that of nearby and adjoining properties. It is considered that the proposal does not compromise the existing character of the area, in fact it positively contributes to it and sets the benchmark for the future planning direction of this area.

A portion of the property has scenic and landscape values over it as shown below.





Figure 12: Scenic and Landscape Values Map

It is considered that the proposal has been designed in such a way that it will have minimal visual impact from major roads such as the motorway or public spaces along the river.

The proposal will not be highly visible from vantage points around the river, it has a sleek design and contributes positively to the landscape. The site will have minimal visibility from different points around the river due to the existing and significant vegetation located along the river and in the open space and recreational areas. Due to the topography and the nature of the vegetation and recreational areas the development is screened appropriately and in character with the emerging character of the area.

Below is some photographs of the sections around the river that has the most view of the subject property, all other view lines are obscured by vegetation.

A



B



C



D



E



F



G







Figure 13: View points around the river

#### 5.6.8 Services

The site is appropriately serviced to allow for the proposed development. Any augmentation required will be confirmed with the appropriate service provider.

#### 5.6.9 Social and Economic

Positive social impacts will arise as a result of this development due to the community seeing this as the future direction of this area. This was reflected in Council's community surveys and ultimately in the Community Plan. The proposal will contribute to the emerging social connections in around the river.

There are no negative economic impacts expected as a result of the proposal, it is considered that this may attract people from outside the catchment area as an alternative destination for recreation, which will have positive flow on effects economically for the area.

#### 5.6.10 Crime Prevention Through Environmental Design (CPTED)

The consideration of CPTED issues has been prepared having regard to various published CPTED literature and academic works, and specifically includes the *"Crime Prevention and Assessment of Development Application Guidelines under Section 79C of the Environmental Planning and Assessment Act 1979"* published by the former Department of Urban Affairs and Planning.

The advice is structured in accordance with Part B of the above guidelines – *Principles for Minimising Crime Risk*. In this regard, the advice considers the responsiveness of the proposed design to each of the adopted four principles for CPTED (surveillance; access control; territorial reinforcement and space management).

CPTED principles have been adopted by the NSW Police Force, based on recognition that the design of spaces plays a pivotal role in facilitating the safety and security of its users. The NSW Police Force has identified key principles of CPTED being:

- Establish opportunities for **good surveillance**, both casually and technically.
- Provide legible barriers for **access control** for spatial definition.
- Create a sense of ownership over spaces that are also clearly demarcated between public and private ownership for **territorial reinforcement**.
- Establish spaces that are utilised appropriately through **proper space management**, relating to litter and graffiti removal, and ensuring lighting fixtures are working.

When implemented, these measures are likely to reduce opportunities for crime by using design and place management principles.

### **Surveillance**

The proposed development will provide numerous opportunities for surveillance. The following casual surveillance opportunities have been provided through the design of the project:

- Opportunities for visual observance through a high percent of transparent glazing along all frontages allow normal space users to see and be seen by others.
- Entry to tenancies and piazza area are located in highly visible locations and are seen from the carpark at the rear and front.
- Active piazza area is situated central to the development with visibility from the street, parking areas and tenancies.
- There are clear visual pathways from parking areas as well as from public streets and public spaces to tenancy entrances.
- Areas of entrapment are limited due to multiple exit points from around the development. The building is predominately single level, set in open spacious areas with opportunities for pedestrian activity in, through and around the development.



### ***Access Control***

Access control to public, semi public and private areas of the development is considered to be well managed and effective. Access control to the building can be effectively managed through lockable entry doors. Common areas at all locations and levels should have access control measure in place.

Overall access to the building will be managed by the on-site manager/tenancy owner/operators.

### ***Territorial Reinforcement***

Clear separation exists between public and private space in terms of the relationship between the proposal and the public domain. Appropriate signage, landscaping, site furnishings and paving will provide good environmental cues about the transition or movement from public to private domain.

### ***Space Management***

For most modern developments, space management is increasingly carried out in a professional manner, often by third party specialist building management businesses. Therefore, the effectiveness of management systems such as light globe replacement, removing graffiti, and fixing broken site furnishings will influence the perceived level of care of the project. In this case, the on-site manager or tenancy owner/operator will ensure that processes are established to respond to and fix services and structures and under whose responsibilities these services are assigned.

Site cleanliness is also a factor that influences the perceived and actual level of care of an area.

Cleanliness of the project is dependent upon the management practices of individual tenants as well as the implementation of waste removal and street cleaning processes. This will be overseen by the body corporate or tenancy operator/owner. The selection of lighting should also be vandal proof, and materials facilitate ease of maintenance in the long-term, to delay the appearance of decay.

### **5.6.11 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 the proposal.

A Waste Management Plan accompanies the application in relation to construction. Management of waste from individual tenancies will be carried out and addressed at the time of the development application for the uses.

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

The proposal is permissible in the zone and is generally consistent with the planning controls that apply in the zone. Moreover, the objectives of the zone have been satisfied, ensuring that the advancement of development is consistent with Council's planning direction and would not result in any unacceptable impact on any adjoining landowners or buildings.

The site of the proposed development is considered suitable for a number of reasons including: -

- The proposal aligns with Council's strategic direction for the area.
- The site is well located in regards to its proximity and location along the Great River Walk and in the context of the Our River Masterplan.
- The proposal contributes to the activation of the river and the connection of the community to the river.
- The proposal has minimal impacts on the surrounding area.
- The proposed development is of a scale that would be compatible with the existing area while it transitions to a tourist area
- The proposal is consistent with the provisions of the applicable planning instruments.

For the reasons above, and in this report, the site is considered suitable for this development proposal.

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

Council will undertake a notification process in accordance with its controls and policies. 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.

Also, the proposal aligns with the strategic direction of the area which is in response to community wants and needs for the river and land adjoining the river.



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

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>	<p>The proposal is satisfactory when considered against the provisions of the DCP.</p>
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>	<p>The provisions in the DCP do not significantly impact on those within the LEP. The variation to the parking as applied in the DCP is considered reasonable in the context of the proposal.</p>
79C(3A)(b)	<p>(c) may consider those provisions only in connection with the assessment of that development application.</p>	<p>Council will undertake its assessment accordingly.</p>

## 6 Conclusion and Recommendation

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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 impacts on the locality, it will make a positive contribute to the area and set the benchmark for future development that aligns with Council's strategic direction and the community's desire to activate the river and provide alfresco dining opportunities.

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

Accordingly it is recommended that the proposed development of a café and restaurant precinct at 78-88 Tench Avenue, Jamisontown be approved.



# Appendix A

## Architectural Plans



DEVELOPMENT INFORMATION		
	Existing	Proposed
Site Area		31894 m <sup>2</sup>
Gross Floor Area (GFA)		2726.70 m <sup>2</sup>
Floor Space Ratio (FSR)		8.59 : 1



Context Plan (True North)  
1 : 5000



VIS - View A



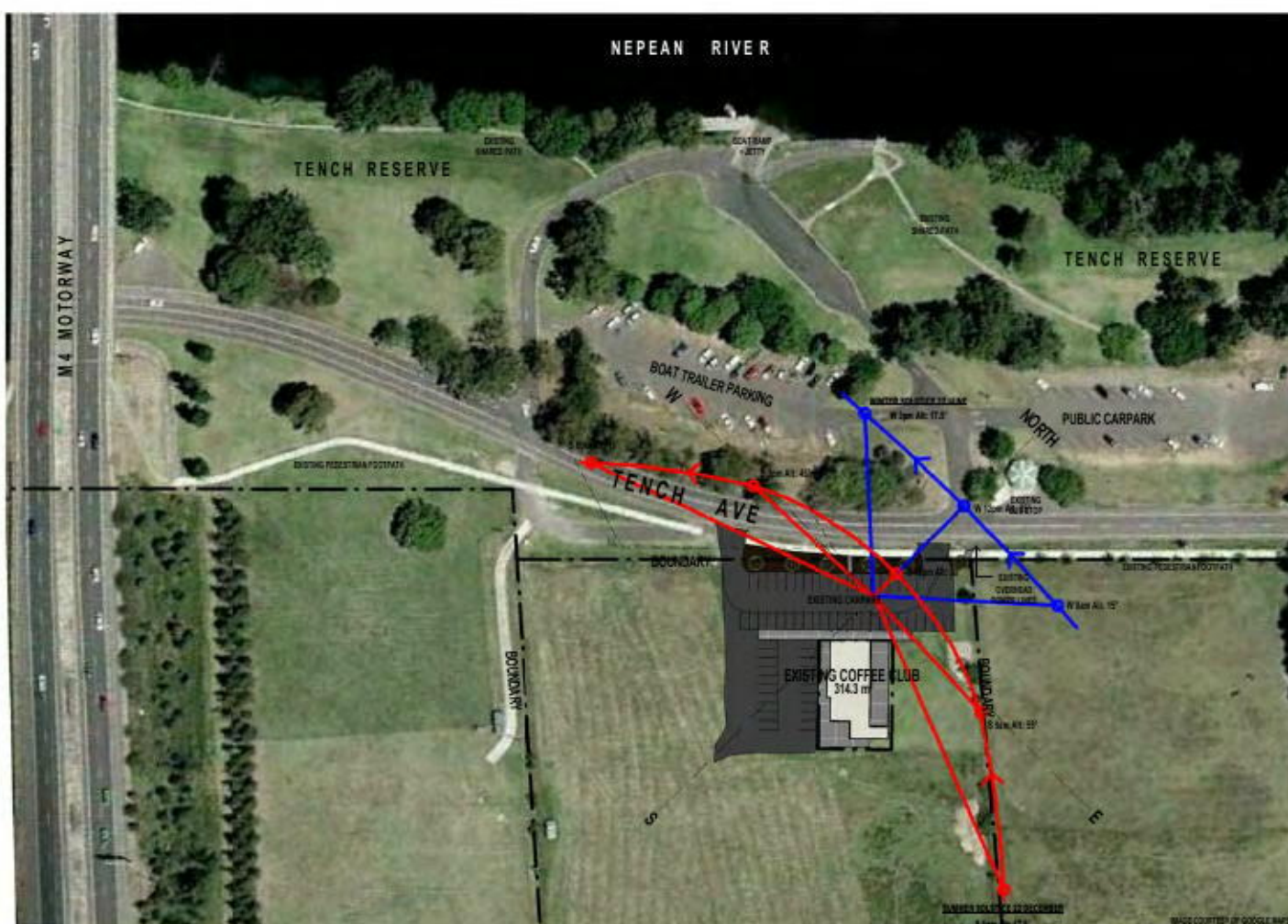
VIS - View B



VIS - View C





VIS - View D



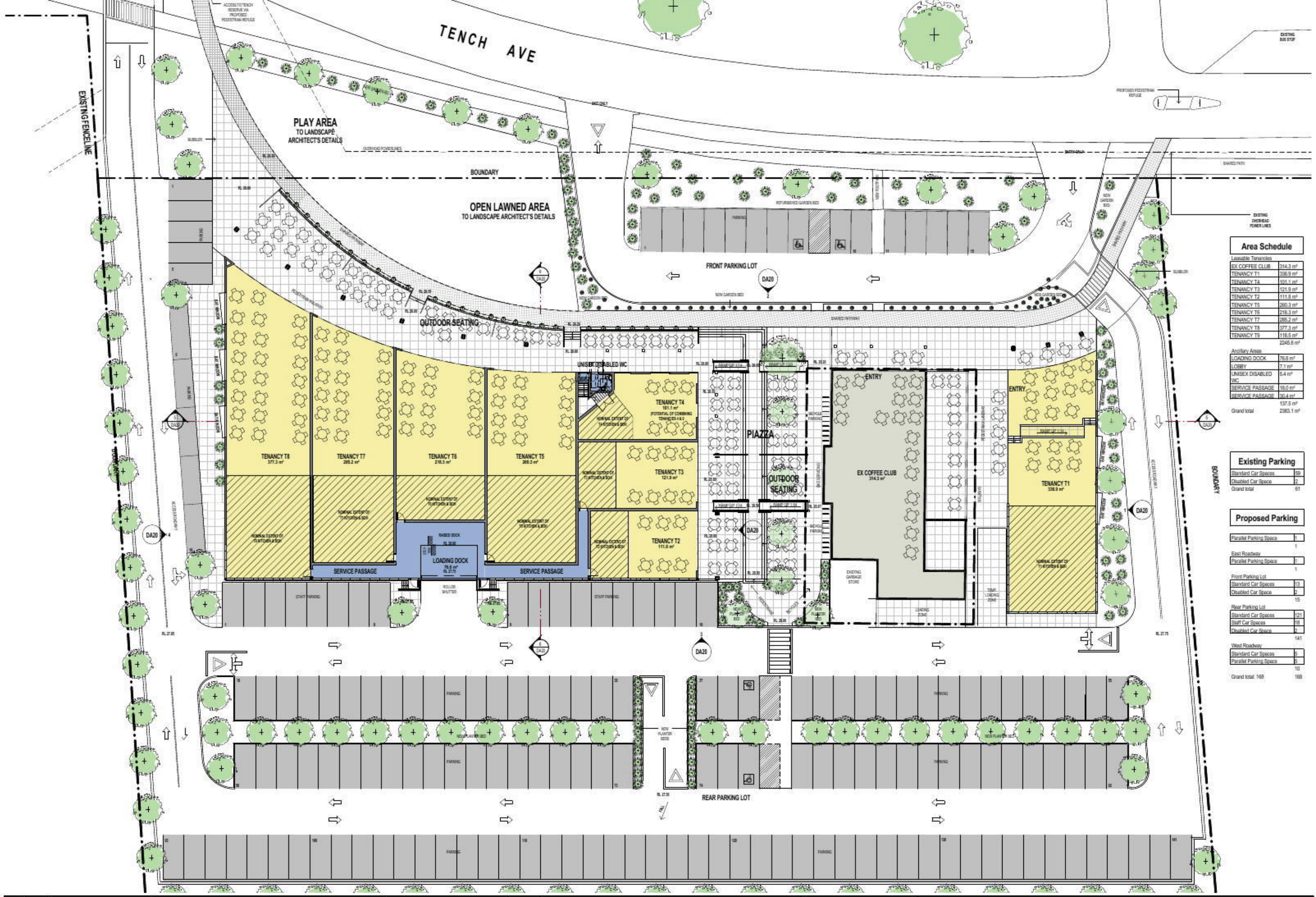
Existing Site Plan & Analysis  
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Proposed Site Plan & Visual Impact Study (VIS)  
1 : 1000

ISSUE	DATE	AMENDMENT		PROJECT PROPOSED RECREATION AND TOURISM PRECINCT	ADDRESS LOT 3, CP 30354, TENCH AVE, PENRITH, NSW	CLIENT STIMSON & BAKER		SHEET SIZE: A1 SCALE: DATE: As indicated WAP: 2015	SHEET NAME SITE CONTEXT + ANALYSIS PLANS	DRAWING NUMBER DA01 7P
1P	27-02-2015	FOR REVIEW								
2P	20-09-2014	FOR CO-ORDINATION								
3P	18-09-2014	FOR CO-ORDINATION								
4P	12-09-2014	FOR TRAFFIC REVIEW								





#### Area Schedule

Leasable Tenancies	
EX COFFEE CLUB	214.3 m <sup>2</sup>
TENANCY T1	336.9 m <sup>2</sup>
TENANCY T4	101.1 m <sup>2</sup>
TENANCY T2	121.9 m <sup>2</sup>
TENANCY T5	111.8 m <sup>2</sup>
TENANCY T6	260.3 m <sup>2</sup>
TENANCY T3	218.3 m <sup>2</sup>
TENANCY T7	265.2 m <sup>2</sup>
TENANCY T8	377.3 m <sup>2</sup>
TENANCY T9	118.5 m <sup>2</sup>
<b>Grand total</b>	<b>2246.6 m<sup>2</sup></b>

Ancillary Areas	
LOADING DOCK	76.6 m <sup>2</sup>
LOBBY	7.1 m <sup>2</sup>
UNISEX DISABLED WC	5.4 m <sup>2</sup>
SERVICE PASSAGE	18.0 m <sup>2</sup>
SERVICE PASSAGE	30.4 m <sup>2</sup>
<b>Grand total</b>	<b>137.5 m<sup>2</sup></b>

#### Existing Parking

Standard Car Spaces	56
Disabled Car Space	2
<b>Grand total</b>	<b>58</b>

#### Proposed Parking

Parallel Parking Space	1
East Roadway	1
Parallel Parking Space	1
Front Parking Lot	13
Standard Car Spaces	2
Disabled Car Space	15
Rear Parking Lot	121
Standard Car Spaces	18
Staff Car Spaces	2
Disabled Car Space	141
West Roadway	5
Parallel Parking Space	5
<b>Grand total</b>	<b>168</b>

ISSUE	DATE	AMENDMENT
SP	27-02-2015	FOR REVIEW
SP	24-03-2014	FOR CO-ORDINATION
SP	24-03-2014	FOR CO-ORDINATION
SP	18-05-2014	FOR CO-ORDINATION
SP	14-08-2014	FOR REVIEW

**MORSON GROUP**

PROPOSED RECREATION AND TOURISM PRECINCT

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CLIENT: STIMSON & BAKER

SHEET SIZE: A1

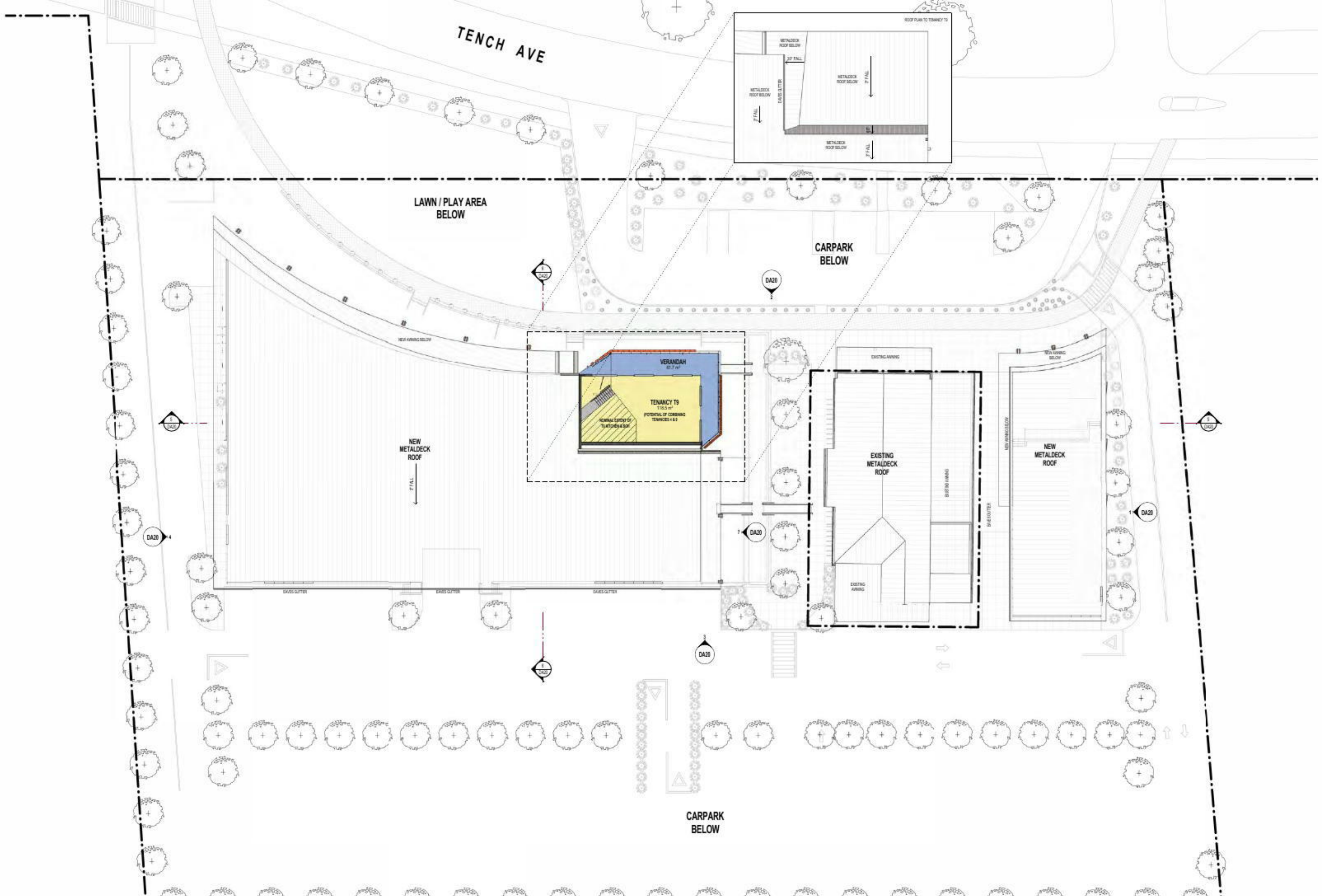
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**PROPOSED GROUND FLOOR PLAN**

DRAWING NUMBER: **DA10**

ISSUED: **9P**

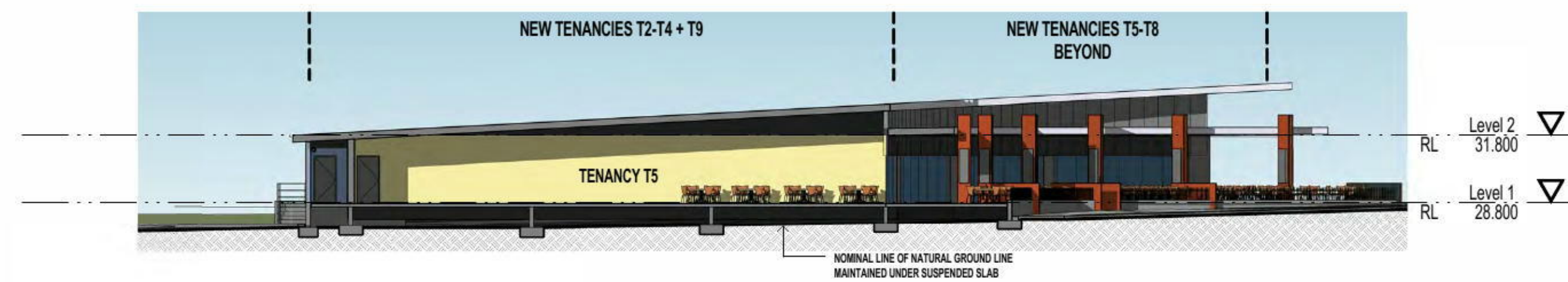




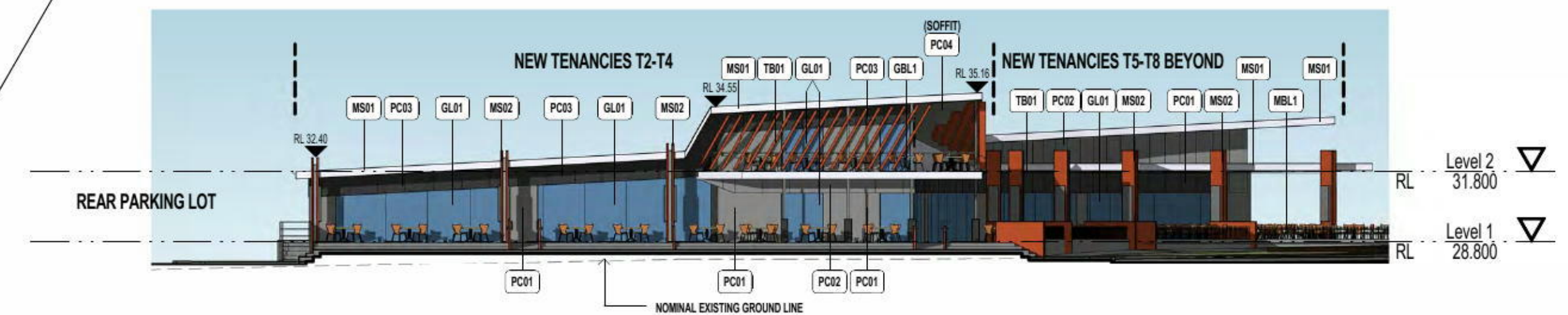




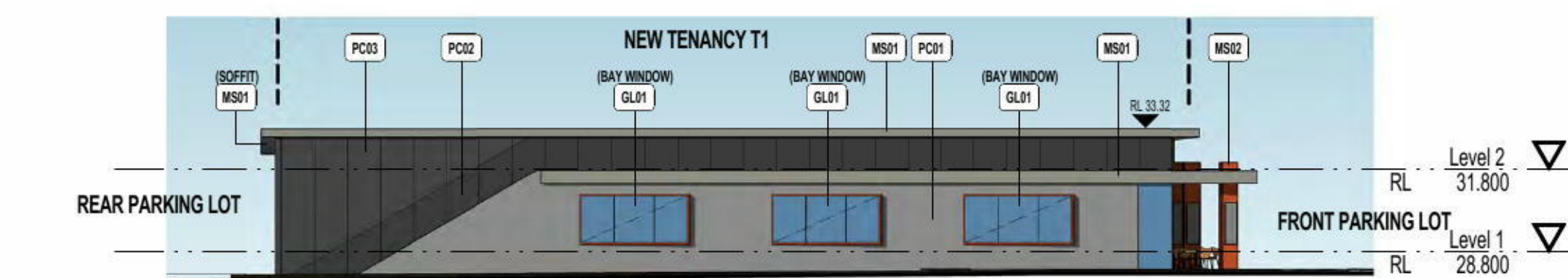
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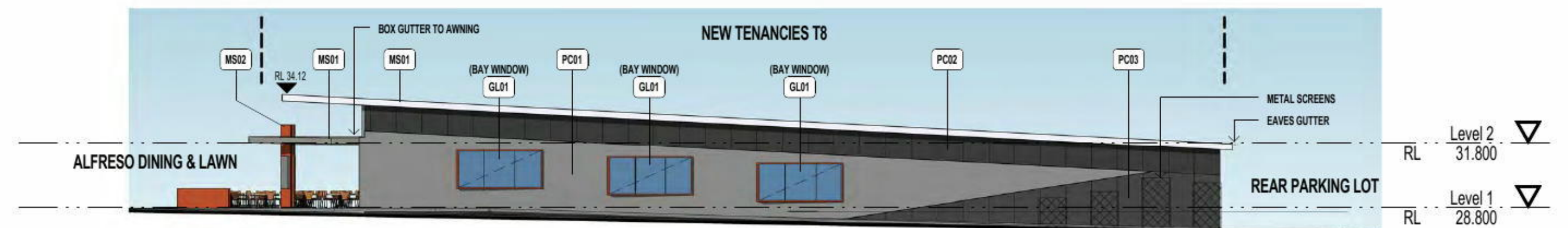
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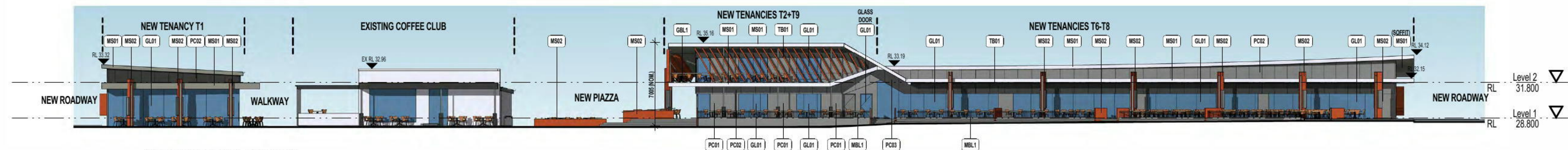
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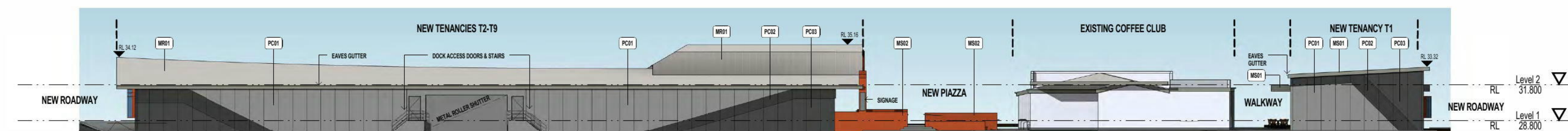
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SOUTH-WEST ELEVATION  
1:200



NORTH-WEST ELEVATION  
1:200



SOUTH-EAST ELEVATION  
1:200

#### EXTERNAL FINISHES LEGEND

- PC01 - PAINTED PRECAST/OFF-FORM CONCRETE/  
FIBRE CEMENT SHEET  
'Dulux - White Duck Half'
- PC02 - PAINTED PRECAST/OFF-FORM CONCRETE/  
FIBRE CEMENT SHEET  
'DULUX MARAIS'
- PC03 - PAINTED PRECAST/OFF-FORM CONCRETE/  
FIBRE CEMENT SHEET  
'Dulux - Gunmetal Beige'
- MS01 - PRE-FINISHED COMPOSITE PANEL SOFFIT/  
BARGE CAPPING  
'Alucabond - White 16 or similar'
- MS02 - APPLIED METALIC FINISH TO PRECAST/OFF-FORM  
CONCRETE/FIBRE CEMENT SHEET  
'Nawkan - Weathered Metallic Finish or similar'
- TB01 - TIMBER BATTENS SCREEN/SOFFIT
- MR01 - METALDECK ROOF SHEETING  
LYSAGHT KLIP LOCK  
'Colorbond - Surfmat'
- MBL1 - METAL BALLUSTRADES  
STAINLESS STEEL
- GBL1 - GLASS BALLUSTRADE
- GL01 - CLEAR SHOPFRONT GLAZING

ISSUE	DATE	AMENDMENT
4P	02-03-2015	FOR REVIEW
3P	27-02-2015	FOR REVIEW
2P	18-08-2014	FOR CO-ORDINATION
1	14-08-2014	FOR REVIEW

LEGEND

SCALE BAR



PROJECT  
PROPOSED RECREATION AND TOURISM PRECINCT  
ADDRESS  
LOT 3, DP 30354, TENCH AVE, PENRITH, NSW

CLIENT  
STIMSON & BAKER

**MORSON GROUP**

REGISTERED ARCHITECT - P & P MORSON  
REGISTERED ARCHITECT - P & P MORSON  
ARCHITECTS  
100/100 MOORE STREET, SYDNEY NSW 1500  
02 9550 0000  
P.O. Box 170, Penrith NSW 1505

SHEET SIZE: A1  
SCALE: As Indicated  
DATE: MAR 2015

SHEET NAME  
**ELEVATIONS + SECTIONS**

DRAWING NUMBER  
**DA20**  
ISSUE NO.  
**4P**

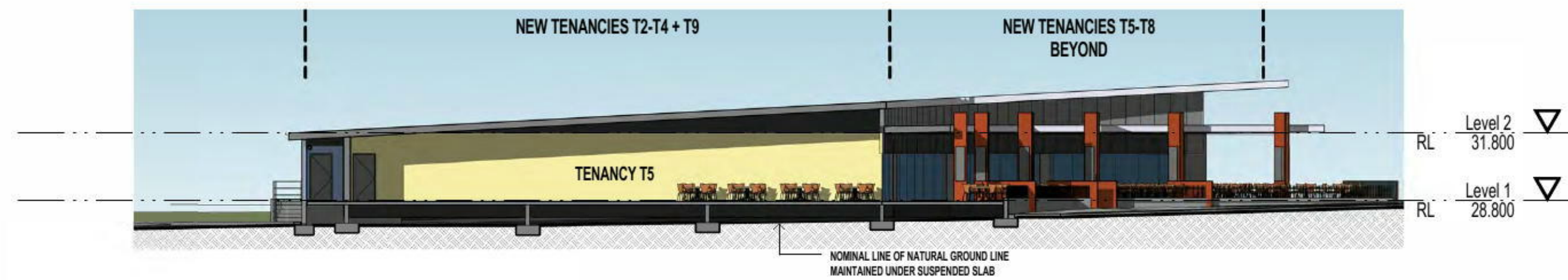




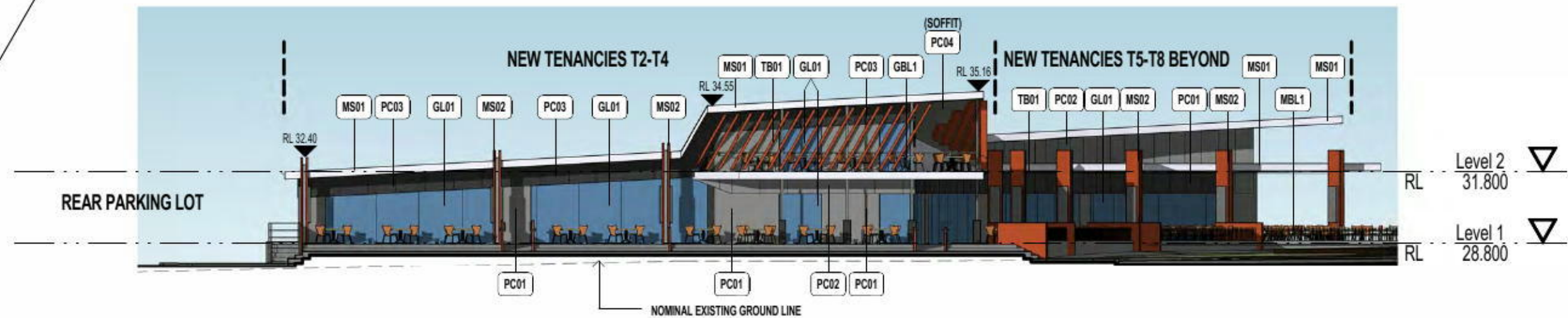




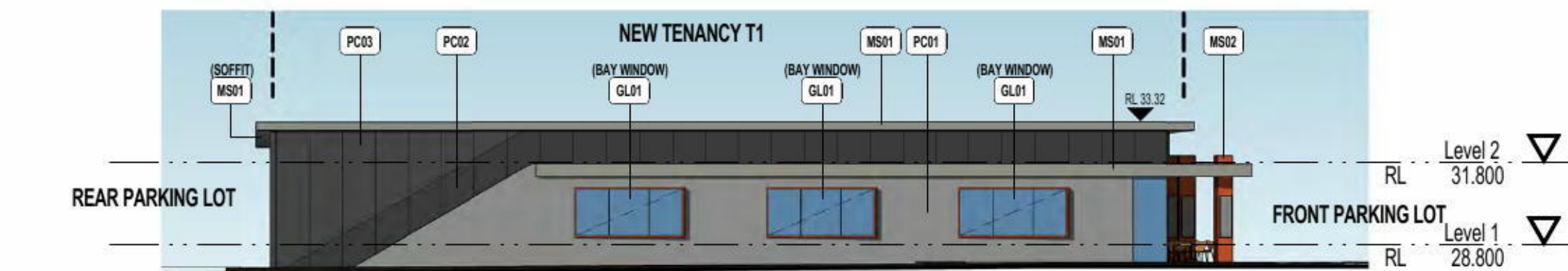
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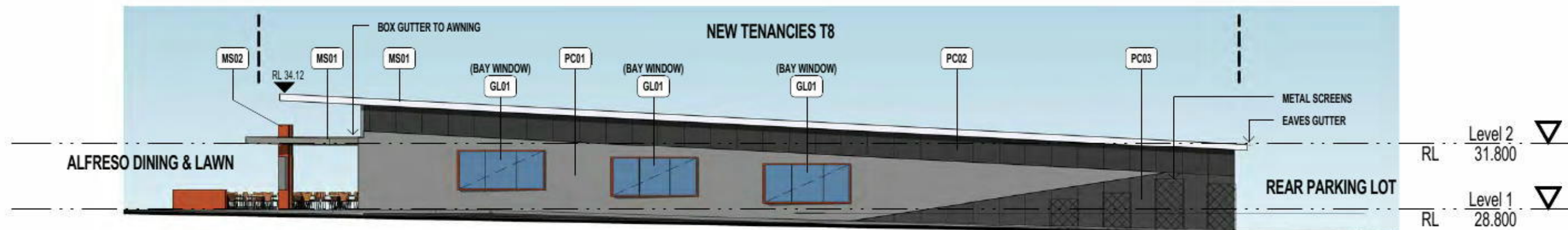
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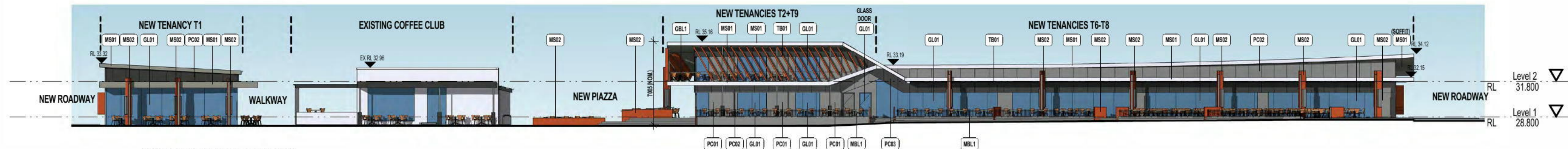
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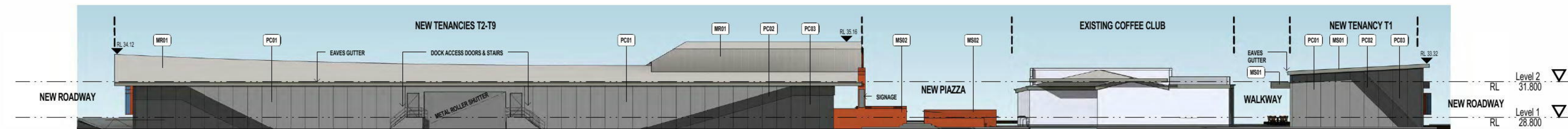
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SOUTH-WEST ELEVATION  
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NORTH-WEST ELEVATION  
1 : 200



SOUTH-EAST ELEVATION  
1 : 200

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ISSUE	DATE	AMENDMENT
4P	02-03-2015	FOR REVIEW
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1	14-08-2014	FOR REVIEW

LEGEND

SCALE BAR



PROJECT  
PROPOSED RECREATION AND TOURISM PRECINCT  
ADDRESS  
LOT 3, DP 30354, TENCH AVE, PENRITH, NSW

CLIENT  
STIMSON & BAKER

MORSON GROUP

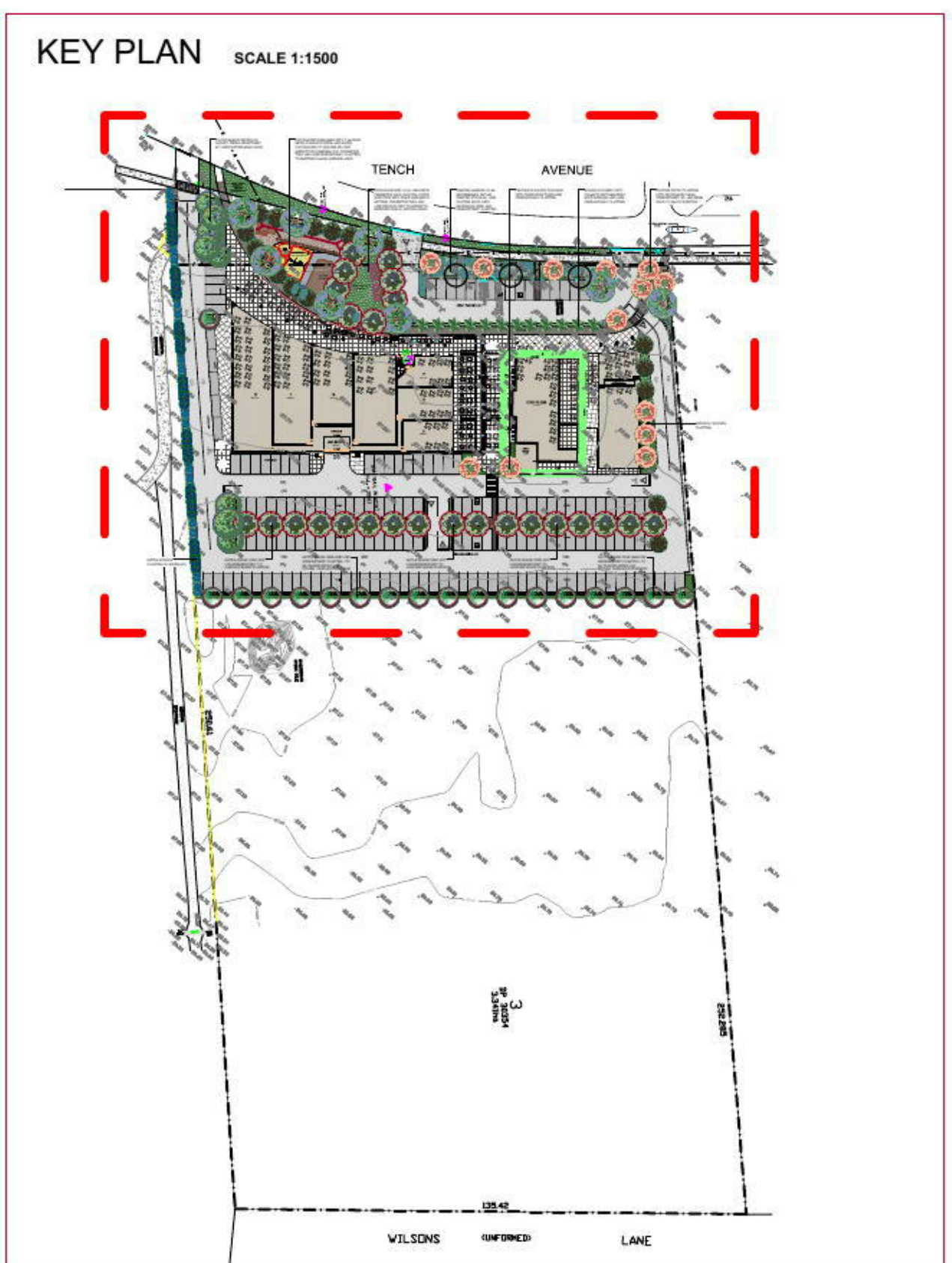
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A/201/100 MOB GROUP, 40/41-42, 100/101, 102/103, 104/105, 106/107, 108/109, 110/111, 112/113, 114/115, 116/117, 118/119, 120/121, 122/123, 124/125, 126/127, 128/129, 130/131, 132/133, 134/135, 136/137, 138/139, 140/141, 142/143, 144/145, 146/147, 148/149, 150/151, 152/153, 154/155, 156/157, 158/159, 160/161, 162/163, 164/165, 166/167, 168/169, 170/171, 172/173, 174/175, 176/177, 178/179, 180/181, 182/183, 184/185, 186/187, 188/189, 190/191, 192/193, 194/195, 196/197, 198/199, 200/201, 202/203, 204/205, 206/207, 208/209, 210/211, 212/213, 214/215, 216/217, 218/219, 220/221, 222/223, 224/225, 226/227, 228/229, 230/231, 232/233, 234/235, 236/237, 238/239, 240/241, 242/243, 244/245, 246/247, 248/249, 250/251, 252/253, 254/255, 256/257, 258/259, 260/261, 262/263, 264/265, 266/267, 268/269, 270/271, 272/273, 274/275, 276/277, 278/279, 280/281, 282/283, 284/285, 286/287, 288/289, 290/291, 292/293, 294/295, 296/297, 298/299, 300/301, 302/303, 304/305, 306/307, 308/309, 310/311, 312/313, 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## Appendix B

# Landscape Plan





LEGEND & SCHEDULE

Note: Landscape Contractor to confirm plant quantities with Landscape Architect prior to ordering

<b>Native Trees</b>	<b>Feature Plants</b>
<i>Cupaniopsis anacardioides</i> Tuckeroo (Native) Pot size: 75L Mature H x S: 10m x 5m Qty Required: tba	<i>Doryanthes excelsa</i> Gymea Lily (Native) Pot size: 200mm Mature H x S: 1.5m x 1.5m Qty Required: tba
<i>Tristanopsis 'Luscious'</i> Luscious Watergum (Native) Pot size: 75L Mature H x S: 8-10m x 4-5m Qty Required: tba	<i>Crinum pedunculatum</i> Swamp Lily (Native) Pot size: 200mm Mature H x S: 1m x 1m Qty Required: tba
<b>Deciduous Trees</b>	<b>Grasses / Groundcovers</b>
<i>Corymbia maculata</i> Spotted Gum (Native) Pot size: 75L Mature H x S: 15-20m x 5-8m Qty Required: tba	<i>Dietes grandiflora</i> Wild Iris (Exotic) Pot size: 150mm Mature H x S: 700mm x 700mm Qty Required: tba
<i>Betula pendula</i> Silver Birch (Exotic) Pot size: 45L Mature H x S: 10m x 4-5m Qty Required: tba	<i>Lomandra longifolia</i> Mat Rush (Native) Pot size: 150mm Mature H x S: 1m x 1m Qty Required: tba
<i>Pyrus 'Chanticleer'</i> Ornamental Pear (Exotic) Pot size: 100L Mature H x S: 11m x 5m Qty Required: tba	<i>Lomandra 'Tanika'</i> Dwarf Mat Rush (Native) Pot size: 150mm Mature H x S: 500mm x 600mm Qty Required: tba
<i>Jacaranda mimosifolia</i> Jacaranda (Exotic) Pot size: 100L Mature H x S: 10m x 6m Qty Required: tba	<i>Hardenbergia violacea</i> False Sarsaparilla (Native) Pot size: 150mm Mature H x S: 300mm x 1m Qty Required: tba
<b>Palms</b>	<i>Poa 'Eskdale'</i> Eskdale Tussock Grass (Native) Pot size: 150mm Mature H x S: 500mm x 600mm Qty Required: tba
<i>Archontophoenix cunninghamiana</i> Bangalow Palm (Native) Pot size: 1m trunks Mature H x S: 6-10m x 3m Qty Required: tba	<i>Pennisetum 'Rubrum'</i> Purple Swamp Foxtail (Native) Pot size: 150mm Mature H x S: 1m x 1m Qty Required: tba
<b>Screening Plants</b>	<b>Other Landscape Items</b>
<i>Elaeocarpus reticulatus</i> Blueberry Ash (Native) Pot size: 300mm Mature H x S: 5-8m x 3-4m Qty Required: tba	Brick garden edging - refer detail
<i>Syzygium luehmianii</i> Small Leaved Lilly Pilly (Native) Pot size: 300mm Mature H x S: 4-6m x 2-3m Qty Required: tba	Softfall mulch material to playground selected by the client
<b>Shrubs / Hedges</b>	Specified turf to graded and drained open areas as indicated - refer detail
<i>Westringia fruticosa</i> Coastal Rosemary (Native) Pot size: 200mm Mature H x S: 2m x 2m Qty Required: tba	Rubberised playground surface material - refer manufacturers detail
<i>Syzygium 'Cascade'</i> Cascade Lilly Pilly (Native) Pot size: 200mm Mature H x S: 2.5m x 1.5m Qty Required: tba	Paved path - final material, colour and finish selected by the client
	Podium decking to playground to future detail
	1.2m powder coated black metal palisade childproof fence and gate
	Trees to be removed and replaced with new landscaping
	Existing trees proposed to be retained and protected



GENERAL NOTE: Physical dimensions take precedence to scale readings. Verify all dimensions on site. PDFs plans may vary slightly to those on the printed plan. Report any discrepancies to the landscape architect prior to ordering.

ARCHITECT: STIMSON & BAKER PLANNING

LANDSCAPE ARCHITECT: Conzept Landscape Architects

COUNCIL: PENRITH CITY

CLIENT: STIMSON & BAKER PLANNING

ARCHITECT: MORSON GROUP

REV: 22/10/14

DATE: Preliminary concept prepared for review

NOTATION/AMENDMENT:

PROJECT: PROPOSED RESTAURANT PRECINCT DEVELOPMENT 78-88 TENCH AVENUE, JAMISTON NSW

TITLE: LANDSCAPE PLAN

DWG No: LPDA 15 - 159 / 1

ISSUE: A

PRELIMINARY - FOR REVIEW ONLY

SCALE: 1:250 @ A1

DATE: OCTOBER 2014

DRAWN: D.G

CHECKED: R.F



## Appendix C

# Parking and Traffic Assessment



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ASSOCIATES**

ABN: 79 943 737 368

**PARKING & TRAFFIC IMPACT ASSESSMENT  
PROPOSED RESTAURANT PRECINCT  
78 – 88 TENCH AVENUE  
JAMISONTOWN**

**Ref: 14-086**

**MARCH 2015**

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## 1. INTRODUCTION

The Practice of Thompson Stanbury Associates has been commissioned by C. & S. Sentas to prepare a Parking & Traffic Impact Assessment accompanying a Development Application (DA) lodged with Penrith City Council. The subject DA proposes the expansion of an existing restaurant development located at 78 – 88 Tench Avenue, Jamisontown (hereafter referred to as the 'subject site') to accommodate an additional nine restaurant tenancies.

The purpose of this report is to assess and document the likely parking and traffic implications of the proposed development and to recommend appropriate remedial measures where required. Specifically, this report:

- Assesses the adequacy, or otherwise, of the proposed off-street parking provision having regard to the rates specified by Penrith City Council;
- Assesses the suitability of the proposed vehicular, pedestrian and cyclist access arrangements based on standards specified by the Australian Standards;
- Assesses the proposed parking layout with respect to internal circulation and vehicle manoeuvrability;
- Reviews the existing traffic conditions within the vicinity of the site, including traffic volumes, traffic efficiency and general traffic safety; and
- Determines the expected traffic generation from the proposed development based on Roads and Maritime generation rates, and assesses the impact of the net increase in traffic on the surrounding road network.

Throughout this report, reference is made to the following documents:

- The Roads and Maritime Services' *Guide to Traffic Generating Developments*;
- Australian Standard *Parking Facilities Part 1: Off-Street Parking* (AS 2890.1-2004), *Part 2: Off-Street Commercial Vehicle Facilities* (AS2890.2-2002), *Part 3: Bicycle Parking Facilities* (AS2890.3-1993) and *Part 6: Off-Street Parking for People with Disabilities* (AS2890.6-2009); and
- Penrith City Council's *Development Control Plan 2010* (DCP 2010).

This report has been prepared pursuant to State Environmental Planning Policy (Infrastructure) 2007.

The report should be read in conjunction with architectural plans prepared by Morson Group Pty. Ltd., reduced copies of which are contained within **Appendix 1**.

## **2. SITE DETAILS**

### **2.1 Site Location**

The subject site is situated on the south-eastern side of Tench Avenue, approximately 130m to the north-east of M4 Motorway, Jamisontown. This location is illustrated in the neighbourhood context as **Figure 1** overleaf, being an extract of UBDs *Australian City Streets*, Version 4.

### **2.2 Site Description**

The subject site provides a real property description of Lot 3 DP 30354 and a street address of 78 – 88 Tench Avenue, Jamisontown. The site predominantly forms a rectangular shaped parcel of land providing an approximate frontage to Tench Avenue of 130m. The site extends to the south-east away from Tench Avenue some 260m, thereby providing a total area in the order of 3.4 hectares.

### **2.3 Existing Uses**

A Coffee Club restaurant building is currently located within the northern portion of the site, providing a leasable floor area of 480m<sup>2</sup>. This restaurant provides an existing seating area of 316m<sup>2</sup>, accommodating 76 internal and 44 external seats.

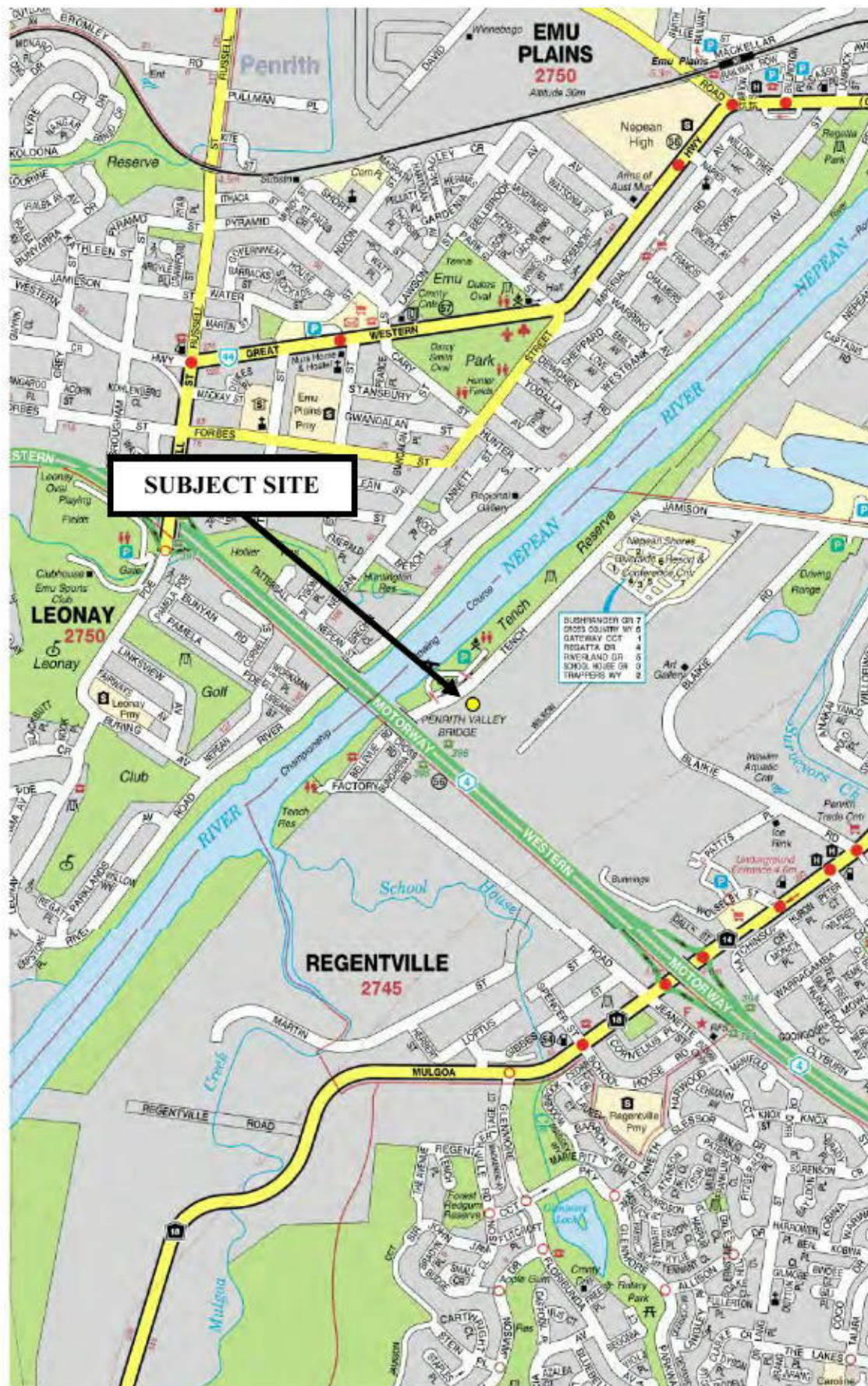
The existing Coffee Club restaurant is serviced by an internal car parking area containing 61 passenger vehicle parking spaces, connecting with Tench Avenue via two separate ingress and egress driveways. The existing egress driveway provides connectivity to a service road which runs parallel to Tench Avenue, which also currently serves as an informal parking area.

### **2.4 Surrounding Uses**

The site is adjoined to the south-west, south-east and north-east by rural residential parcels of land.

Tench Reserve, accommodating a series of recreation facilities, is located to the north-west, on the opposite side of Tench Avenue, abutting Nepean River.



**FIGURE 1 – SITE LOCATION**

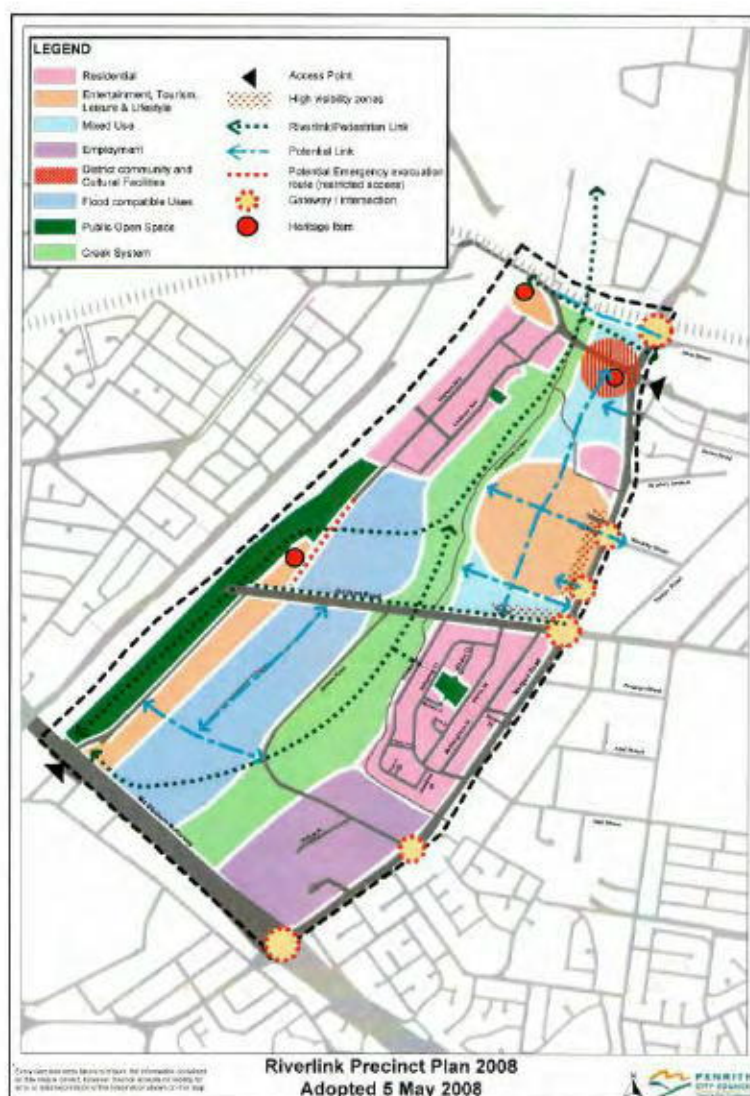


### 3. STRATEGIC CONTEXT

The Nepean River was critical to the development of Penrith as a major centre in Western Sydney. However, as modes of transport changed over time through the twentieth century, the River became less important for the ongoing operation of Penrith. The River now accommodates a range of recreational activities and Tench Reserve forms an important connection point between land and river, accommodating a boat ramp, picnic, BBQ and parkland areas, being serviced by Tench Avenue.

Penrith City Council adopted the Riverlink Precinct Plan 2008 on 5 May 2008 which captured land located between Nepean River to the west, M4 Motorway to the south, Mulgoa Road to the east and the Western Railway Line to the north. This Plan formulated a Precinct based on a mix of activity nodes, whereby a diverse range of land uses and services are provided throughout. The Plan, illustrated by **Figure 2** below, incorporated a substantial entertainment and leisure-based focus, including entertainment facilities to attract visitors from an extensive catchment as well as servicing the local community.

**FIGURE 2 – RIVERLINK PRECINCT PLAN 2008**





The Plan involved the provision of entertainment, tourism, leisure and lifestyle uses within land abutting Tench Avenue to the east, thereby activating Tench Reserve. It also included a potential road link between Tench Avenue and Blaikie Road to improve connectivity between Tench Reserve and Mulgoa Road.

Penrith City Council subsequently engaged Clouston Associates to prepare the 'Our River' Nepean River Master Plan in November 2013. The purpose of the Master Plan was to reinforce the connection between the River and the community. The Master Plan identified that the success of the existing Coffee Club within the site suggests opportunities for more cafes / restaurants along the foreshore. It however stated the following constraints within the subject vicinity:

- Vehicle access and parking is often poorly arranged in Tench Reserve identifying that there is a need for a more strategic approach to parking along the foreshore;
- The bridge to bridge path loop for pedestrians and cyclists is not complete and the bridge crossings are either unsafe or have poor amenity;
- Many of the paths along the foreshore are discontinuous and of differing dimensions, design and safety; and
- Local access to the foreshore is principally by car with few safe pedestrian / bicycle path links from adjoining neighbourhoods.

In the vicinity of the subject site, the Master Plan aimed to expand Tench Reserve into a recreation and tourist precinct, improving circulation and parking and reducing user conflicts. Proposals within the Master Plan included the possible new road connection between Tench Avenue and Blaikie Road, the proposed expansion of tourism / recreation facilities with car parking, upgrading of the existing boat ramp and launch / wash down and the provision of additional off-street car parking.

**Figure 3** overleaf provides an extract of the Master Plan for comprising the precinct immediately surrounding the subject site.

Since the preparation of the Master Plan, the recent gazettal of the Penrith Local Environmental Plan 2010 Amendment No. 4 has rezoned the subject site from Rural 1(A1) to Tourist SP3 thereby identifying the precinct as a tourist and recreation precinct. The subject proposal involves the expansion of the existing Coffee Club development to comprise additional restaurant tenancies consistent with Penrith LEP 2010 Amendment No. 4 and the abovementioned previous strategic documents.

**FIGURE 3 – EXTRACT OF ‘OUR RIVER’ MASTER PLAN**

### CONCEPT MASTERPLAN - SOUTHERN CURTILAGE AND TENCH RESERVE

#### LEGEND

- |  |  |
|--|--|
|  | <b>Our Accessible River</b><br>Improve the ability to get to the river<br>Provide a range of continuous pathway loops<br>Create a strong sense of arrival<br>Connect to the city |
|  | <b>Our Active River</b><br>Provide a range of facilities and attractions   |
|  | <b>Our Cultural River</b><br>Enhance views and vistas to and from the river  |
|  | <b>Our Healthy River</b><br>Reinforce native vegetation link from river through creeks and streets<br>Provide filtered views through to the river and open views at street ends  |
|  | <b>Our Managed River</b><br>Manage and maintain the bank's water edge infrastructure<br>Manage and maintain water course for water levels and quality                            |
|  | Pedestrian and bicycle pathways<br>Water edge access point   |
|  | River tour platform/jetty  |
|  | Upgrade existing boat ramp and launch / wash down area, new car parking for cars and trailers  |
|  | Upgrade and formalize parking under and next to motorway   |
|  | Pedestrian bridge slung under motorway   |
|  | Upgraded parking under and next to motorway  |
|  | Non powered vessel access (Kayaks) with launch 'pool' and buoys on river edge  |
|  | Upgrade car parking and toilet   |



#### 4. PROPOSED DEVELOPMENT

##### 4.1 Built Form

The subject application seeks Council approval for expansion of the existing Coffee Club restaurant development to provide an additional nine restaurant tenancies within two additional buildings.

**Table 1** below provides a summary existing and proposed tenancy floor areas and seating arrangements.

TABLE 1 PROPOSED RESTAURANT TENANCY FLOOR AREA AND SEATING ARRANGEMENTS						
Tenancy	Number of Seats			Gross Floor Area (m <sup>2</sup> )	Leasable Floor Area (m <sup>2</sup> )	Seating Area (m <sup>2</sup> )
	Internal	External	Total			
Coffee Club	76	44	120	314.3	480	316
1	68	36	104	336.9	420	182
2	24	48	72	101.1	181	120
3	32	32	64	121.9	175	105
4	24	92	116	111.8	228	174
5	48	16	64	260.3	282	113
6	48	24	72	218.3	253	113
7	68	32	100	285.2	330	150
8	92	48	140	377.3	431	221
9	32	36	68	118.5	170	103
<b>TOTAL</b>	<b>512</b>	<b>408</b>	<b>920</b>	<b>2,246</b>	<b>2,950</b>	<b>1,598</b>

Tenancy 1 is proposed to be contained within a single building located to the north-east of the existing Coffee Club building whilst the remaining eight new tenancies are proposed to be contained within a single separate building located to the south-west of the existing Coffee Club building.

The existing site access arrangements, comprising separate ingress and egress driveways are proposed to be retained. These driveways are to provide direct connectivity to a small frontage parking area containing 15 parking spaces. In addition, a large rear parking area containing a further 146 parking spaces in conjunction with loading facilities is proposed. Connectivity between the frontage and rear parking areas are proposed by a new internal roadway running along the north-eastern site boundary. Further, a new internal access road is also proposed to run along the south-western site boundary linking the rear parking area with the existing service road connection to Tench Avenue in the vicinity of the western site corner.

Pedestrian access to the development is proposed via the provision of a shared pathway running through the north-western portion of the site, linking with the existing path along the south-eastern side of Tench Avenue. Further, pedestrian connectivity between Tench Reserve and the subject site is proposed via the provision of two new pedestrian refuges within Tench Avenue adjacent to the northern and western corners of the site.

## **5. ACCESS & INTERNAL CONSIDERATIONS**

### **5.1 Vehicular Access**

#### **5.1.1 Passenger Vehicles**

The subject development is proposed to be accessed by three driveways connecting with Tench Avenue, as follows:

- A 7m wide ingress only driveway located within the northern corner of the site, being slightly off-set from the Tench Reserve egress driveway;
- A 6m wide egress only driveway approximately central to the site frontage; and
- A 6.5m wide combined ingress / egress driveway located within the western corner of the site, being directly opposite the Tench Reserve ingress driveway.

In order to assess the suitability of the proposed site access arrangements, reference is made to AS2890.1-2004. This Standard provides driveway design specifications based on the primary land use proposed, the number of parking spaces accommodated and the functional order of the access road. Based on the primary land use being restaurant based, a site wide parking provision of 161 (but capable of increasing to 340 spaces – see Section 5.2.1 of this report) spaces and the local access (non-arterial) function of Tench Avenue, AS2890.1-2004 specifies, at minimum, a Category 4 type access driveway, comprising a 6m ingress driveway separated from a 6m wide egress driveway. The three driveways proposed readily exceed this minimum Standard requirement and accordingly, the proposed site access arrangements are considered to be satisfactory in terms of design.

The relatively consistent vertical and horizontal alignment of Tench Avenue within the immediate vicinity of the subject site results in sight distance between the proposed access driveways and the frontage road being satisfactory and in accordance with the relevant specifications provided within AS2890.1-2004 for the sign posted speed limit of 50km/h within Tench Avenue.

It is acknowledged that the driveways adjoining the northern and western corners of the site are located in close proximity to the driveways servicing Tench Reserve located on the north-western side of Tench Avenue. The Tench Reserve driveways however accommodate limited traffic demand (see Section 5.2 of this report) and accordingly, interaction between the site access and the Tench Reserve driveways is minimal. In any case, the proposed driveway arrangement essentially involves the maintenance of the existing situation, which has been observed to facilitate safe and efficient access arrangements to land abutting Tench Avenue.

#### **5.1.2 Heavy Vehicles**

It is acknowledged that the subject development is likely to require servicing by delivery and refuse collection vehicles, up to and including Medium Rigid Vehicles (MRVs). These vehicles are proposed to access the development via the ingress only



driveway located within the northern corner, travel in a forward direction to access the formalised loading areas via the rear parking area, prior to exiting the site in a forward direction via the egress only driveway, located central to the Tench Avenue frontage.

In order to demonstrate the suitability of the proposed access driveways to accommodate the previously described service vehicle movements, this Practice has prepared swept path plans, reduced copies of which are contained within **Appendix 2** for reference. The swept path plans have been generated using Autoturn software and derived from MRV vehicle specifications provided within AS2890.2-2002 and illustrate that MRVs are capable of entering and exiting the site via the proposed site access driveways in a safe and efficient manner.

### 5.1.3 Pedestrian

Pedestrian access to / from the subject site is proposed to be facilitated by the provision of a crescent shaped shared path providing connectivity to the forecourt servicing the restaurant tenancies and the existing path along the south-eastern side of Tench Avenue to the north of the driveways adjoining the northern and western corners of the site.

In order to formalise pedestrian movements between the subject site and Tench Reserve, pedestrian refuges are also proposed to be provided within Tench Avenue to the north of the driveways adjoining the northern and western corners of the site, thereby providing safe and efficient connectivity to the abovementioned internal crescent shaped shared path.

## 5.2 Off-Street Parking

### 5.2.1 Passenger Vehicle Parking

The proposed development provides a total of 161 formalised off-street parking spaces, comprising 15 spaces within Tench Avenue frontage parking area and 136 parking spaces within the rear parking area.

Penrith City Council provides the following relevant locally sensitive parking requirements within Part C10 of DCP 2010 relating to Transport, Access and Parking:

#### ***Restaurants***

*1 per 5.5m<sup>2</sup> of seating area or 1 per 4 seats, whichever is greater plus*

*1 space per employee*

Based on the total development providing 1,598m<sup>2</sup> of seating area, 920 seats and assuming that each tenancy generates a requirement for 5 staff (50 employees in total), the following calculations are made:

$$1,598\text{m}^2 / 5.5\text{m}^2 + 50 = 340 \text{ spaces, or}$$

$$920 / 4 + 50 = 280 \text{ spaces}$$

DCP 2010 therefore requires the provision of 340 spaces.

The proposed formalised parking provision of 161 spaces therefore represents a shortfall of some 179 spaces, with respect to the requirements of DCP 2010.

Whilst it is acknowledged that the abovementioned shortfall is significant, it is not considered desirable to provide the additional 179 spaces in a formalised hardstand arrangement. It is accordingly proposed that the required additional spaces be provided in an informal arrangement (gravel with surface buttons to delineate parking bays and aisles) through the extension of the rear parking area to the south-east. There is significant capacity within the development site to accommodate such an informal parking area. In this regard, the architectural plans contained within **Appendix 1** illustrate an indicative informal parking layout. Incorporating the proposed informal parking area to the rear of the subject site, the proposed capacity of the site to accommodate parked vehicles suitably complies with Council's DCP 2010 requirements and accordingly, is considered to be satisfactory.

### **5.2.2 Bicycle Parking**

The proposed development provides 14 bicycle racks capable of accommodating 28 bicycles, adjacent to the southern Coffee Club building wall.

Penrith Council refer to NSW Government's *Planning Guidelines for Walking and Cycling* with respect to the provision of bicycle parking. This publication provides the following recommendations relevant to the subject proposal:

***Restaurants Customers***

*3% of seating capacity*

***Restaurant Staff***

*3% of staff*

Based on a seating capacity of 920 and 50 staff, a total of 29 bicycle parking spaces are recommended in accordance with the NSW Government's *Planning Guidelines for Walking and Cycling*. The proposed bicycle parking provision of 28 spaces is considered to be reasonably consistent with the NSW Government's recommendations.

### **5.3 On-Street Parking**

The Tench Avenue pavement provides for on-street parallel parking along both shoulders during daylight periods, with 'No Stopping' restrictions applying between 9.00pm and 5.00am.

### **5.4 Internal Circulation**

#### **5.4.1 Passenger Vehicles**

The internal passenger vehicle parking areas are proposed to be split into three areas as follows:



- The frontage parking area is proposed to comprise a single row of 90 degree angle parking serviced by a single one-way parking aisle connecting the northern and central access driveways;
- The rear parking area is proposed to comprise four 90 degree parking rows serviced by two north-south parking aisles; and
- A small number of parking spaces are also proposed as a combination of 90 degree angled and parallel arrangements, being serviced by the roadway running along the south-eastern site boundary, connecting to the southern-most Tench Avenue access driveway.

The abovementioned various parking and circulation areas have been designed in accordance with AS2890.1-2004 providing the following minimum dimensions:

- Standard 90 degree parking space width – 2.6m;
- Disabled 90 degree parking space width – 2.4m;
- Parallel parking space width – 2.1m;
- 90 degree parking space length – 5.4m;
- Parallel parking space length – 6.3m;
- End parallel parking space length – 6.6m;
- Parking aisle width – 5.8m; and
- One and two way roadway – 5.5m.

The proposed site layout as it relates to passenger vehicle manoeuvrability is therefore considered satisfactory.

#### **5.4.2 Service Vehicles**

Draft DCP 2014 provides design vehicle requirements for commercial and industrial developments based on the site area. This document specifies that any site providing an areas in excess of 4,000m<sup>2</sup> should make provision to be serviced by articulated vehicles. It is however the experience of this Practice that commercial development servicing requirement differ greatly depending on the specific type of use and indeed, the tenancy size. Given that the largest restaurant tenancy is less than 500m<sup>2</sup> suggests that the site will be serviced by small and medium rigid vehicles (including garbage collection vehicles). In this regard, Council advised during pre-lodgement discussions that the site should be designed to accommodate MRVs.

The restaurant tenancies are proposed to be serviced by a total of three loading areas as follows:

- The existing Coffee Club building is currently serviced by a loading area provided in a parallel arrangement to the rear parking area, providing dimensions of 11m x 3.5m;
- The standalone tenancy 1 building (to the north of the Coffee Club building) is proposed to provide a 90 degree loading dock, also accessed via the rear parking area, providing dimensions of 12m x 3.5m; and
- The new southern building (containing tenancies 2 – 9) is proposed to be serviced by a double loading dock, provided at 90 degrees to the rear parking area, comprising dimensions of 9m x 7m.

In order to demonstrate the ability of the abovementioned on-site loading areas to accommodate the largest vehicle expected to service the site, this Practice has prepared swept path plans, reduced copies of which are contained within **Appendix 2** for reference. The swept path plans have been generated using Autoturn software and derived from MRV vehicle specifications provided within AS2890.2-2002. These plans illustrate that MRVs are capable of accessing / vacating the proposed loading areas and manoeuvring throughout the site in a safe and efficient manner.

It is acknowledged that the swept path plans illustrate that MRVs are expected to encroach over the full width of internal access roads when manoeuvring through the site, thereby temporarily impeding internal passenger vehicle circulation. Such impedance is however not expected to result in unreasonable internal circulation conflicts as it will only occur over short periods of time, being most likely outside peak site operational periods, as is industry expectation. In consideration of this and the above discussion, the proposed loading arrangements are therefore considered to be satisfactory.

### **5.4.3 Bicycles**

Bicycle parking is proposed to be accommodated through the provision of a series of double sided storage racks, adjoining the southern wall of the existing Coffee Club building. These racks have been designed to accord with the relevant AS2890.3-1993 specifications, providing the following minimum dimensions:

- Space length – 1.7m;
- Rack spacing – 1.2m;
- Rack set-back from adjoining walls – 0.9m; and
- Aisle width adjoining racks – 1.5m.

The proposed bicycle parking arrangements are therefore considered satisfactory.



## **6. EXISTING TRAFFIC CONDITIONS**

### **6.1 Surrounding Road Network**

Tench Avenue performs an access function to abutting development and Tench Reserve under the care and control of Penrith City Council. In this regard, it provides a south-west / north-east connection between Factory Road (with Bellevue Road) in the south-west and Jamison Road in the north-east.

Tench Avenue provides an 11m wide pavement providing one through lane of traffic in each direction, being separated by double barrier centre lines. Through traffic movements are separated from parallel parking within both shoulders by marked edge lines. Traffic flow is governed by a sign posted speed limit of 50km/h.

To the south, Tench Avenue forms an underpass below M4 Motorway, prior to becoming Bellevue Road, which in turn forms a T-junction with Factory Road, operating under major / minor priority control with Factory Road forming the priority route. Factory Road performs a higher order access function, linking the Nepean River foreshore with Mulgoa Road in the south-east, to which left in / left out movements are facilitated.

To the north, Tench Avenue curves to the east to form Jamison Road, a collector road linking with Mulgoa Road under traffic signal control, prior to extending to Parker Road and Bringelly Road at Kingswood.

Mulgoa Road performs a State Road under the care and control of the Roads & Maritime Services. It provides an arterial function providing a north-south connection between Llandilo in the north (with Castlereagh Road and Cranebrook Road) and Wallacia in the south. In the vicinity of Jamisontown, Mulgoa Road provides a four lane divided carriageway, with additional exclusive turning lanes provided on approach to major intersections, primarily governed by traffic signal control. Mulgoa Road provides full interchange facilities with M4 Motorway in the immediate precinct, linking to the greater Sydney metropolitan area to the east and Blue Mountains and beyond to the west.

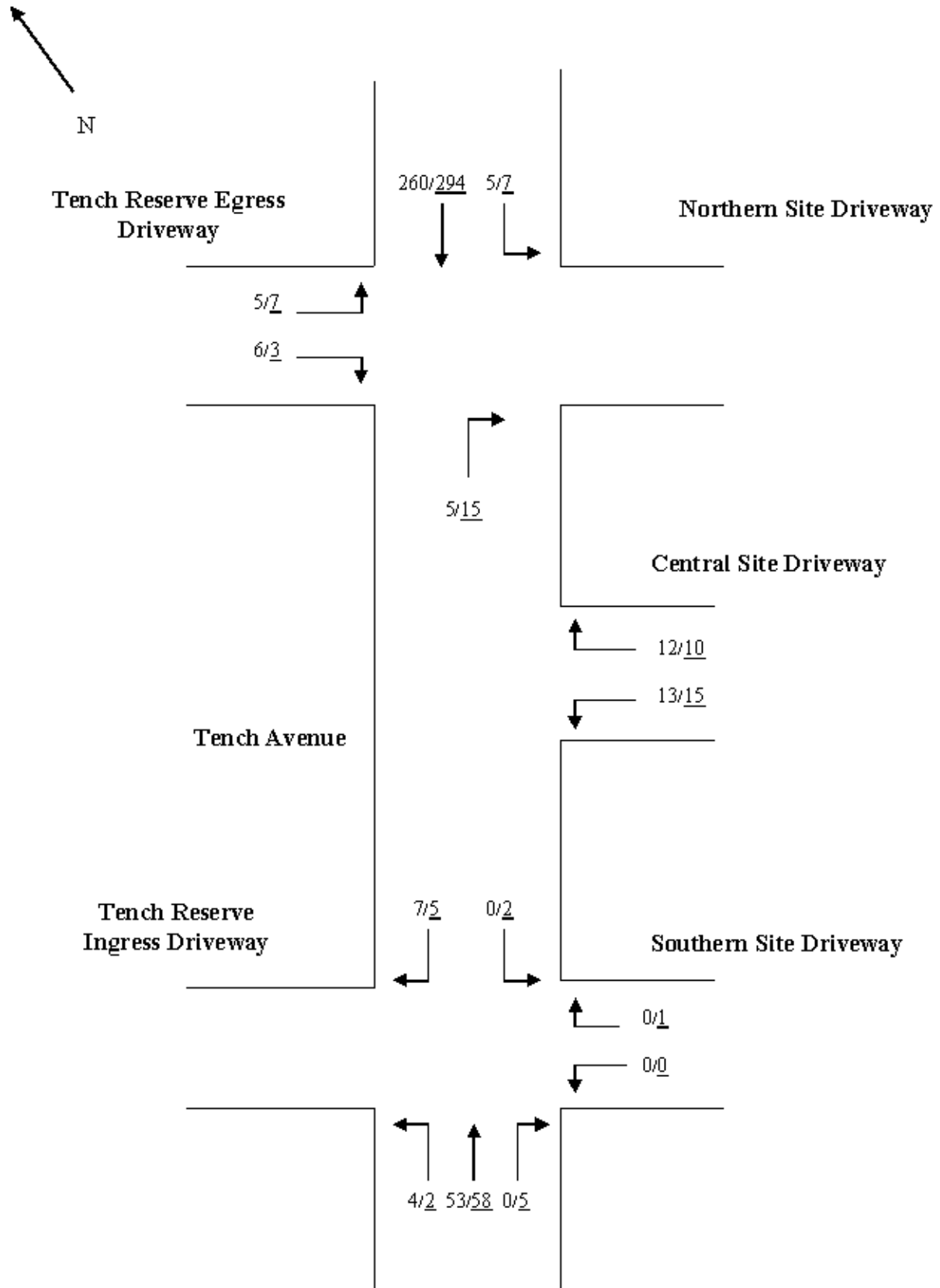
### **6.2 Existing Traffic Volumes**

In order to obtain an indication of the existing operation of Tench Avenue in the immediate vicinity of the subject site, reference is made to weekday evening and Saturday midday peak hour traffic surveys undertaken by staff of this Practice. Traffic surveys were undertaken of Tench Avenue through vehicle movements and turning movements to and from the subject site and Tench Reserve access driveways between 4.00pm – 6.00pm and 11.00am – 1.00pm and on the 5<sup>th</sup> and 6<sup>th</sup> of September 2014.

**Figure 2** overleaf provides a graphical representation of the surveyed peak hour traffic volumes, whilst full details are contained within **Appendix 3**.

**FIGURE 2**  
**EXISTING (SEPTEMBER 2014) PEAK HOUR TRAFFIC VOLUMES**  
**TENCH AVENUE, THE SUBJECT SITE & TENCH RESERVE**

Legend: Weekend (12pm – 1pm) / Weekday (4pm – 5pm)





**Figure 2** indicates the following:

- Tench Avenue accommodates a two directional peak hour traffic demand of between 300 – 350 vehicles per hour;
- The subject site generates in the order of 35 – 55 peak hour vehicle movements; and
- Tench Reserve generates approximately 20 peak hour vehicle movements.

### **6.3 Existing Road Network Operation**

In order to undertake an assessment of the operational performance of Tench Avenue, reference is made to the Roads & Maritime Services' *Guide to Traffic Generating Developments*. This publication indicates that a two lane two way carriageway accommodating peak hour directional traffic volumes less than 380 vehicles per hour provides a level of service 'A' / 'B'. Such a level service indicates free flow where drivers are virtually unaffected by others in the traffic stream. Freedom to select desired speeds and to manoeuvre within the traffic stream is high, and the general level of comfort and convenience provided is excellent.

With respect to the above, it has been observed that motorists are able to enter and exit the subject site (and the opposing Tench Reserve) with a good level of safety and efficiency.

In a regional context, the subject precinct is provided with connectivity to the surrounding regional road network through the provision of traffic signals at the intersection of Mulgoa Road and Jamison Road. Whilst peak demands within Mulgoa Road are considerable commensurate with the State Road function of the route, the traffic signal control at Jamison Road provides exclusive turning phases thereby facilitating safe and efficient connectivity to / from the Tench Reserve precinct. A secondary link to Mulgoa Road is also provided via Blaikie Road which connects Jamison Road to Mulgoa Road, also under traffic signal control.

### **6.4 Public Transport**

Westbus provides a single bus service along Tench Avenue being Route 795, operating between Warragamba and Penrith. This service operates a total of eight services on weekdays between approximately 7.00am and 4.00pm and six services on weekends and public holidays between approximately 9.00am and 7.00pm.

The closest bus stop is located immediately to the north of the site.

The abovementioned bus service connects with other bus services operating along Mulgoa Road and with the major public transport interchange at Penrith Railway Station.

## **6.5 Pedestrian / Cycle**

Tench Avenue provides a path along the eastern side of Tench Avenue immediate adjacent to the subject site. This path provides connectivity to Tench Reserve which contains a further path running along the eastern Nepean River foreshore, linking with the Penrith CBD to the north and also to a regional east-west cycle trail adjoining M4 Motorway to the south.

The Penrith Accessible Trails Hierarchy Strategy incorporates a future shared path along Jamison Road between York Road and Tench Reserve, whilst the 'Our River' Master Plan also incorporates a series of improved pedestrian and cyclist accessibility and mobility infrastructure in the immediate vicinity of the subject site.



## **7. PROJECTED TRAFFIC CONDITIONS**

### **7.1 Traffic Generation**

In order to estimate the existing traffic generation of the development, reference is made to the Roads & Maritime Services' *Guide to Traffic Generating Developments*. This publication provides average traffic generation rates for a range of land uses based on extensive surveys undertaken throughout the Sydney metropolitan area. The following rates are provided pertinent to the subject development:

***Restaurants***

*5 peak hour trips per 100m<sup>2</sup> GFA*

Application of the above Roads & Maritime Services rates to the total proposed development GFA of 2,246m<sup>2</sup> results in an estimated peak hour traffic generation rate of 113 vehicle movements to and from the subject site.

### **7.2 Trip Assignment**

In order to gauge the impact of the traffic projected to be generated by the proposed development on the local road network, it is necessary to distribute the traffic generated by the proposed development along the major approach routes before it dissipates throughout the general road network.

It is common to assume that trips to the subject site will be distributed in accordance with existing traffic patterns. In this regard, a majority of vehicles currently accessing the precinct currently originate from the north along Jamison Road and Tench Avenue. Accordingly, the following trip assignment is estimated:

- 80% of vehicles will access the site from the north along Jamison Road and Tench Avenue; and
- The remaining 20% are projected to travel via Factory Road and Tench Avenue from the south.

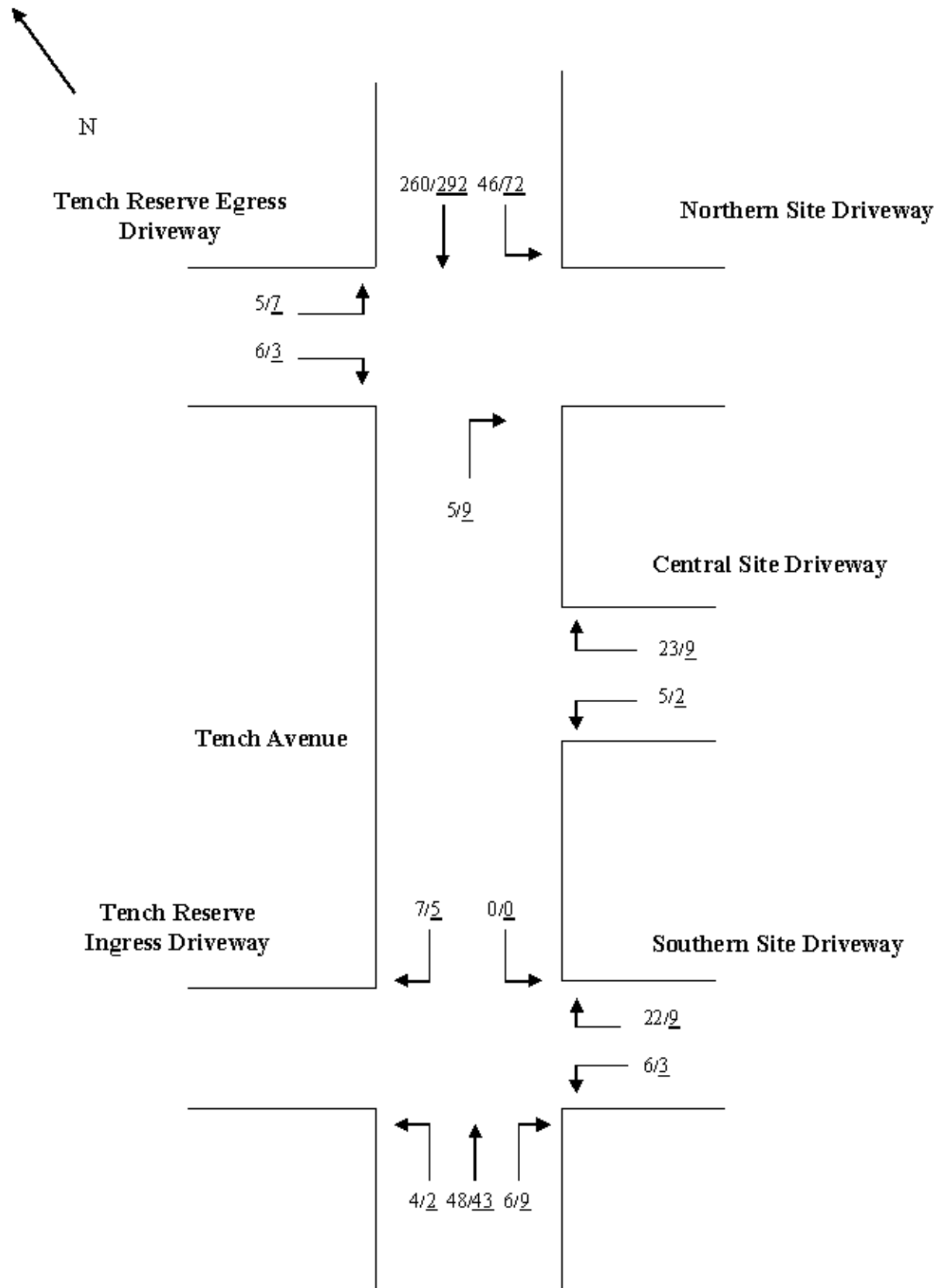
Further to the above, for the purposes of this assessment, it is estimated that vehicle trips are evenly distributed between inbound and outbound movements during the weekend lunch time peak whilst site generated traffic provides a 80% / 20% inbound / outbound split during the weekday evening peak, associated with dinner trade.

### **7.3 Projected Traffic Volumes**

Based on the discussion provided previously on likely traffic generation and trip assignment, the projected peak hour traffic volumes have been formulated by adding the trip assignment to the to the existing volumes surveyed provided within **Figure 2**. **Figure 3** overleaf provides an estimation of the future traffic volumes associated with and adjoining the subject site.

**FIGURE 3**  
**PROJECTED PEAK HOUR TRAFFIC VOLUMES**  
**TENCH AVENUE, THE SUBJECT SITE & TENCH RESERVE**

Legend: Weekend (12pm – 1pm) / Weekday (4pm – 5pm)





## 7.4 Projected Road Network Performance

In order to objectively assess the likely future operation of Tench Avenue, the site access driveways and the Tench Reserve access driveways, a SIDRA computer intersection analysis has been undertaken. SIDRA is a computerised traffic arrangement program which, when volume and geometrical configurations of an intersection are imputed, provides an objective assessment of the operation efficiency under varying types of control (i.e. signs, signal and roundabouts). Key indicators of SIDRA include level of service where results are placed on a continuum from A to F, with A providing the greatest intersection efficiency and therefore being the most desirable by the Roads and Maritime Services.

SIDRA uses detailed analytical traffic models coupled with an iterative approximation method to provide estimates of the abovementioned key indicators of capacity and performance statistics. Other key indicators provided by SIDRA are average vehicle delay, the number of stops per hour and the degree of saturation. Degree of saturation is the ratio of the arrival rate of vehicles to the capacity of the approach. Degree of saturation is a useful and professionally accepted measure of intersection performance.

SIDRA provides analysis of the operating conditions that can be compared to the performance criteria set out in **Table 2** (being the RTA NSW method of calculation of Level of Service).

TABLE 2 LEVELS OF SERVICE CRITERIA FOR INTERSECTION		
Level of Service	Average Delay per Vehicle (secs/veh)	Expected Delay
<b>SIGNALISED INTERSECTIONS AND ROUNDABOUTS</b>		
A	Less than 14	Little or no delay
B	15 to 28	Minimal delay and spare capacity
C	29 to 42	Satisfactory delays with spare capacity
D	43 to 56	Satisfactory but near capacity
E	57 to 70	At capacity, incidents will cause excessive delays
F	> 70	Extreme delay, unsatisfactory
<b>GIVE WAY &amp; STOP SIGNS</b>		
A	Less than 14	Good
B	15 to 28	Acceptable delays and spare capacity
C	29 to 42	Satisfactory
D	43 to 56	Near capacity
E	57 to 70	At capacity and requires other control mode
F	> 70	Unsatisfactory and requires other control mode

The projected conditions have been modelled utilising the peak hour traffic volumes presented within **Figure 3**. **Table 3** provides a summary of the SIDRA output data whilst more detailed summaries are included as **Appendix 4**.

<b>TABLE 3</b> <b>SIDRA OUTPUT – PROJECTED PEAK HOUR PERFORMANCE</b> <b>TENCH AVENUE JUNCTIONS WITH SITE AND RESERVE ACCESS</b> <b>DRIVEWAYS</b>		
	<b>Weekend Midday Peak</b>	<b>Weekday Evening Peak</b>
<b>TENCH AVENUE, NORTH SITE INGRESS DRIVEWAY &amp; RESERVE EGRESS ACCESS</b>		
Average Vehicle Delay	9.4	9.0
Degree of Saturation	0.16	0.20
Level of Service	A	A
<b>TENCH AVENUE &amp; CENTRAL SITE EGRESS DRIVEWAY</b>		
Average Vehicle Delay	9.8	9.7
Degree of Saturation	0.14	0.16
Level of Service	A	A
<b>TENCH AVENUE, SOUTH SITE DRIVEWAY AND RESERVE INGRESS ACCESS</b>		
Average Vehicle Delay	10.2	13.8
Degree of Saturation	0.14	0.31
Level of Service	A	A

**Table 3** indicates that the Tench Avenue junctions with all site and Tench Reserve access driveways are projected to operate with a level of service 'A', representing good conditions with spare capacity. Accordingly, motorists are projected to be able to enter and exit the subject development site in a safe and efficient manner, without unreasonable impedance on existing through Tench Avenue traffic movements.

### 7.5 Assessment of Compliance with Strategic Intent

The Riverlink Precinct Plan 2008 involved the provision of entertainment, tourism, leisure and lifestyle uses within land abutting Tench Avenue to the east, thereby activating Tench Reserve.

The subsequent 'Our River' Nepean River Master Plan identified that the success of the existing Coffee Club within the site suggests opportunities for more cafes / restaurants along the foreshore. It however stated that existing constraints within the subject vicinity limited the connectivity between potential entertainment and tourism uses on the eastern side of Tench Avenue to the recreational uses within Tench Reserve. The subject proposal aims to improve this connectivity through the following:

- The provision of additional parking within the precinct;
- The combining of site and Reserve access driveways into formalised intersections;
- The provision of pedestrian refuge treatments to connect the site with the Reserve; and
- The provision of a formalised internal shared path to connect with the existing path within Tench Avenue and the abovementioned pedestrian refuge treatments, linking with Tench Reserve.



## 8. CONCLUSION

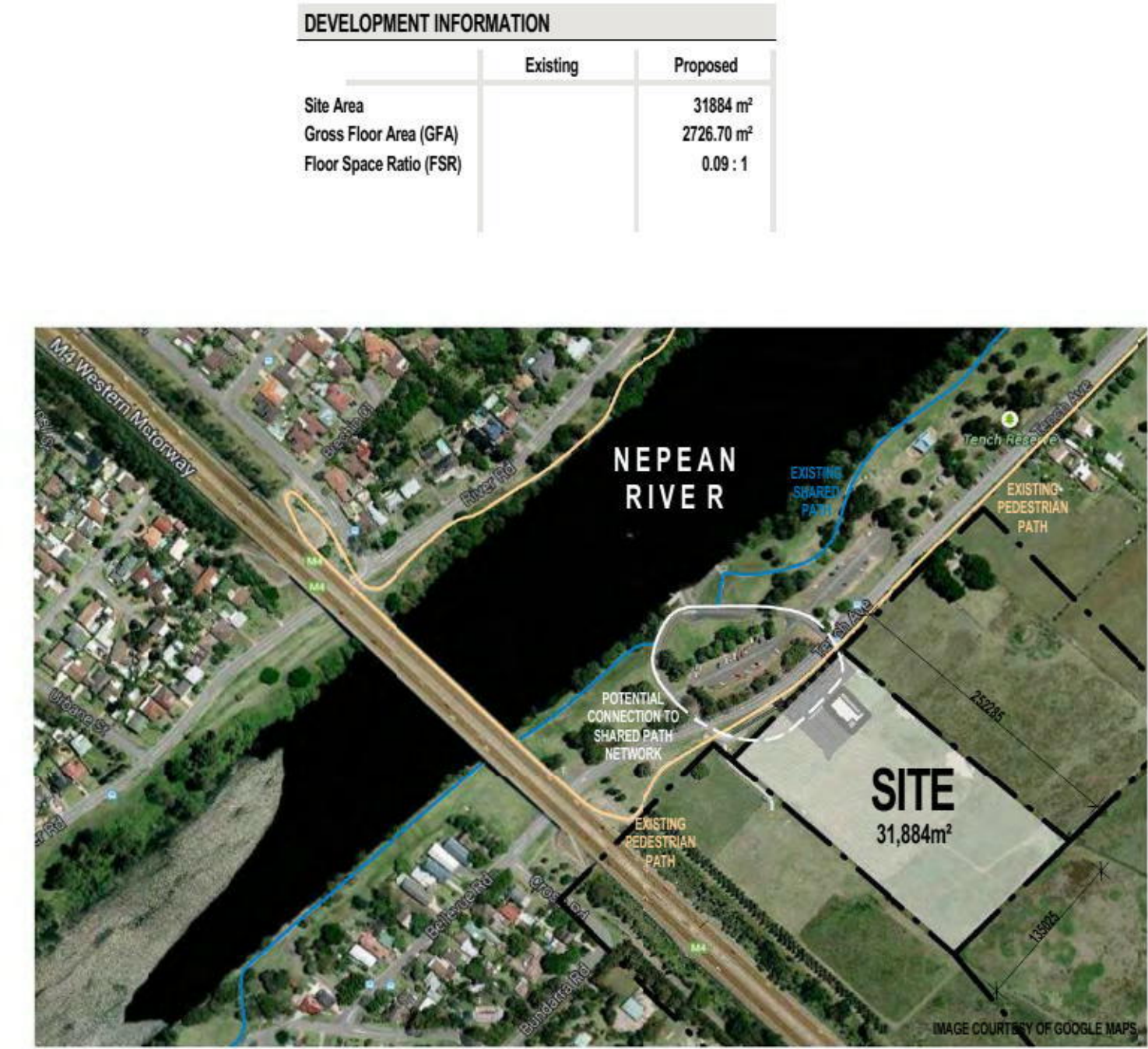
This Practice has undertaken an assessment of the potential parking and traffic implications associated with a proposal to expand the existing restaurant development to accommodate 9 additional tenancies within 68 – 78 Tench Avenue, Jamisontown. Based on this assessment, the following conclusions are now made:

- Whilst the proposed formalised off-street parking provision represents a shortfall with respect to Council's relevant DCP requirements for restaurant uses, there is adequate overflow capacity to accommodate Council's parking requirements in an informal manner within the south-eastern portion of the site;
- The proposed access arrangements, internal circulation and manoeuvring arrangements are capable of providing for safe and efficient vehicular movements during peak times;
- The surrounding road network operates with a good level of service during peak periods;
- The subject development has been projected to generate in the order of 113 additional peak hour vehicle trips to and from the subject site; and
- It is considered that the adjoining road network is capable of accommodating the additional traffic projected to be generated by the subject development.

Based on the contents of this report and the conclusions contained herein, we consider that there are no traffic related issues that should prevent approval of the subject application and we therefore recommend that action to Council.

# **APPENDIX 1**





Context Plan (True North)  
1 : 5000



VIS - View A



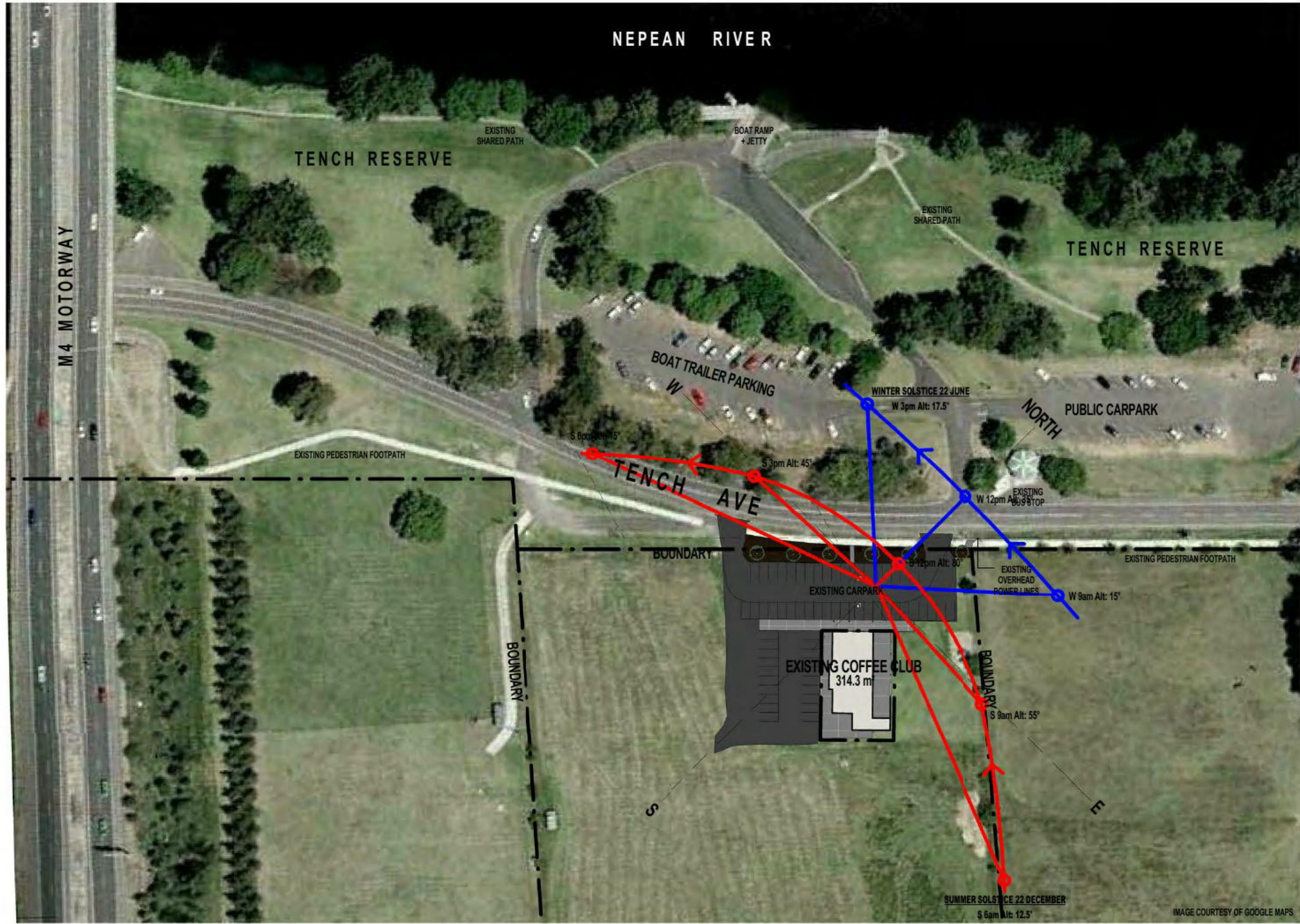
VIS - View B



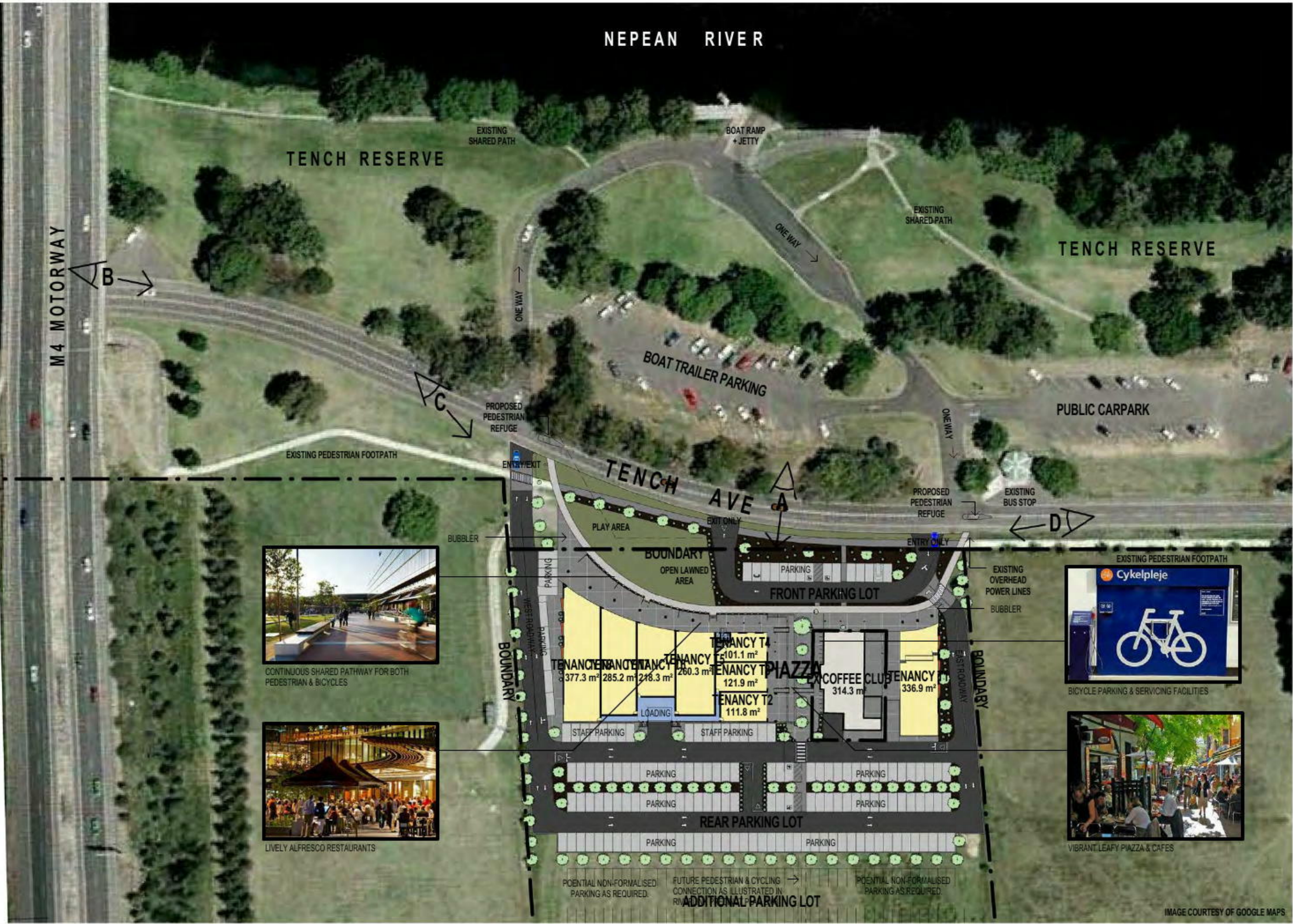
VIS - View C





VIS - View D



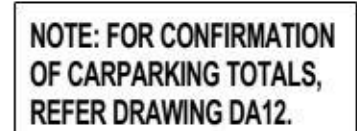
Existing Site Plan & Analysis  
1 : 1000



Proposed Site Plan & Visual Impact Study (VIS)  
1 : 1000

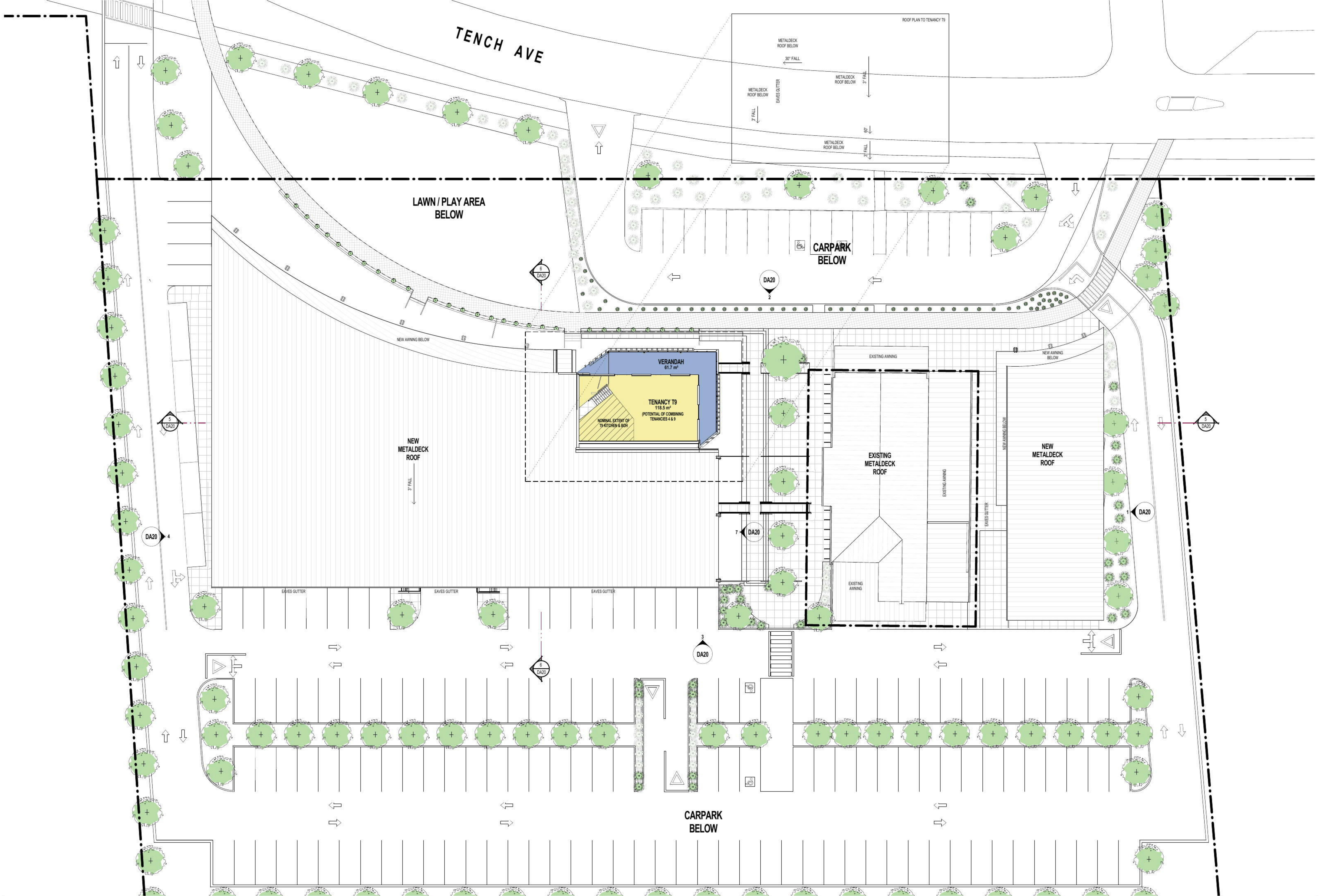
<table><tr><th>ISSUE</th><th>DATE</th><th>AMENDMENT</th></tr><tr><td>8P</td><td>13-03-2015</td><td>FOR CO-ORDINATION</td></tr><tr><td>7P</td><td>27-02-2015</td><td>FOR REVIEW</td></tr><tr><td>6P</td><td>20-08-2014</td><td>FOR CO-ORDINATION</td></tr><tr><td>5P</td><td>18-08-2014</td><td>FOR CO-ORDINATION</td></tr><tr><td>4P</td><td>12-08-2014</td><td>FOR TRAFFIC REVIEW</td></tr></table>		ISSUE	DATE	AMENDMENT	8P	13-03-2015	FOR CO-ORDINATION	7P	27-02-2015	FOR REVIEW	6P	20-08-2014	FOR CO-ORDINATION	5P	18-08-2014	FOR CO-ORDINATION	4P	12-08-2014	FOR TRAFFIC REVIEW	LEGEND		SCALE BAR		 NORTH POINT		PROJECT PROPOSED RECREATION AND TOURISM PRECINCT ADDRESS LOT 3, DP 30354, TENCH AVE, PENRITH, NSW CLIENT STIMSON & BAKER		 MORSON GROUP NOMINATED ARCHITECT - P4 MORSON REGISTERED ARCHITECT 0000 ARCHITECTURAL DRAWING 0000 2015 1000 4000 6000 8000 10000 12000 14000 16000 18000 20000 22000 24000 26000 28000 30000 32000 34000 36000 38000 40000 42000 44000 46000 48000 50000 52000 54000 56000 58000 60000 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ISSUE	DATE	AMENDMENT																											
8P	13-03-2015	FOR CO-ORDINATION																											
7P	27-02-2015	FOR REVIEW																											
6P	20-08-2014	FOR CO-ORDINATION																											
5P	18-08-2014	FOR CO-ORDINATION																											
4P	12-08-2014	FOR TRAFFIC REVIEW																											





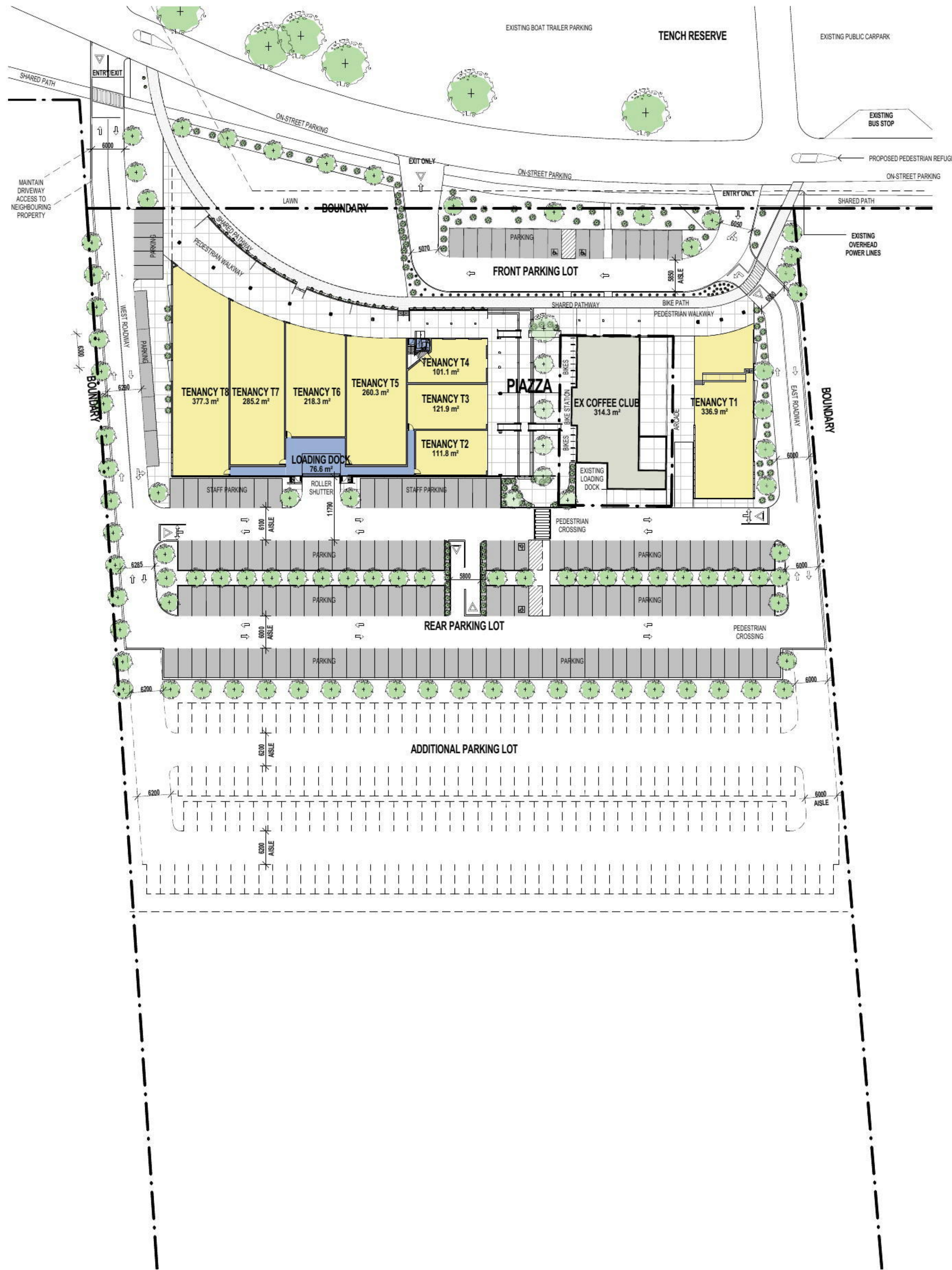
SHEET NAME	PROPOSED GROUND FLOOR PLAN	DRAWING NUMBER	DA10
		ISSUE NO.	10P





ISSUE	DATE	AMENDMENT	PROJECT	MORSON GROUP	PROPOSED RECREATION AND TOURISM PRECINCT	SHEET SIZE: A1	PROPOSED ROOF & UPPER LEVEL FLOOR PLAN	DRAWING NUMBER
SP	13-03-2015	FOR CO-ORDINATION	LOT 3, DP 30354, TENCH AVE, PENRITH, NSW	1:200	MAR 2015	DA11		
4P	27-02-2015	FOR REVIEW						
3P	20-08-2014	FOR CO-ORDINATION						
2P	18-08-2014	FOR CO-ORDINATION						
1P	14-08-2014	FOR REVIEW						





Existing Parking	
Standard Car Spaces	59
Disabled Car Space	2
Grand total	61

Proposed Parking	
West Roadway	
Standard Car Spaces	5
Parallel Parking Space	5
	10

Rear Parking Lot	
Standard Car Spaces	116
Staff Car Spaces	18
Disabled Car Space	2
	136

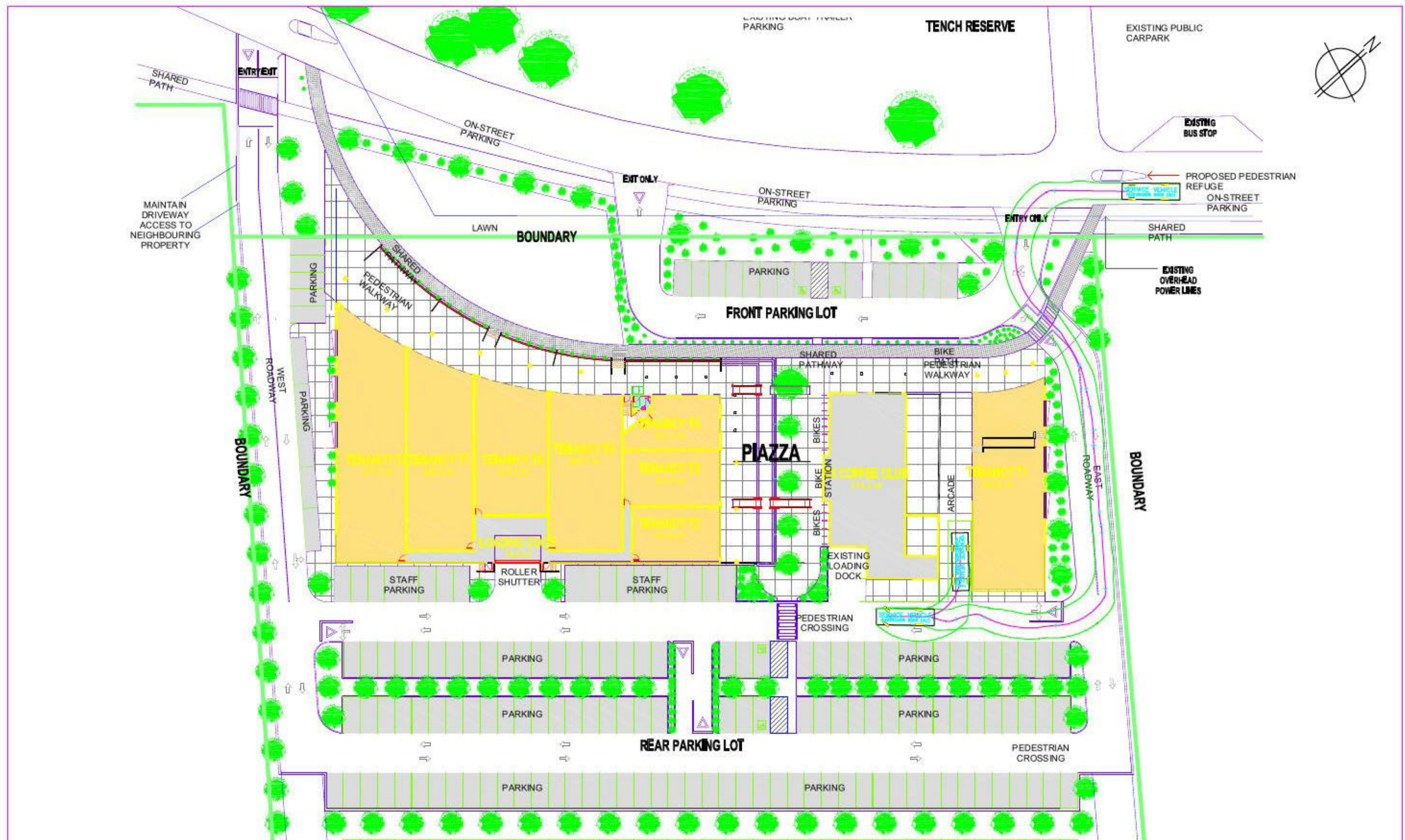
Front Parking Lot	
Standard Car Spaces	13
Disabled Car Space	2
	15

Additional Parking	
Standard Car Spaces	179
	179
Grand total:	340

Site Plan - Parking Layout  
1 : 500



## **APPENDIX 2**



## NOTES:-

1. THIS PLAN IS BASED ON ARCHITECTURAL PLANS PREPARED BY MORSON GROUP.
2. THE TURNING PATHS USED ON THIS PLAN ARE GENERATED USING AUTOTURN SOFTWARE AND DERIVED FROM SPECIFICATIONS PROVIDED WITHIN THE AUSTRALIAN STANDARD FOR PARKING FACILITIES PART 2: OFF-STREET COMMERCIAL VEHICLE FACILITIES (AS2890.2-2002) FOR MEDIUM RIGID VEHICLES.



## THOMPSON STANBURY ASSOCIATES

PROPOSED RESTAURANT DEVELOPMENT

78 - 88 TENCH AVENUE

JAMISTONTOWN

MRV VEHICLE SWEEP PATH PLANS

SCALE: 1: 500

FILE: 14-086

DATE: 18/03/2015

SUPERSEDES  
SHEET/ISSUE

ISSUE

A

SHEET

1





## NOTES:-

1. THIS PLAN IS BASED ON ARCHITECTURAL PLANS PREPARED BY MORSON GROUP.
2. THE TURNING PATHS USED ON THIS PLAN ARE GENERATED USING AUTOTURN SOFTWARE AND DERIVED FROM SPECIFICATIONS PROVIDED WITHIN THE AUSTRALIAN STANDARD FOR PARKING FACILITIES PART 2: OFF-STREET COMMERCIAL VEHICLE FACILITIES (AS2890.2-2002) FOR MEDIUM RIGID VEHICLES.



## THOMPSON STANBURY ASSOCIATES

PROPOSED RESTAURANT DEVELOPMENT

78 - 88 TENCH AVENUE

JAMISTONTOWN

MRV VEHICLE SWEEP PATH PLANS

SCALE: 1: 500

FILE: 14-086

DATE: 18/03/2015

SUPERSEDES  
SHEET/ISSUE

ISSUE

A

SHEET

2





## NOTES:-

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2. THE TURNING PATHS USED ON THIS PLAN ARE GENERATED USING AUTOTURN SOFTWARE AND DERIVED FROM SPECIFICATIONS PROVIDED WITHIN THE AUSTRALIAN STANDARD FOR PARKING FACILITIES PART 2: OFF-STREET COMMERCIAL VEHICLE FACILITIES (AS2890.2-2002) FOR MEDIUM RIGID VEHICLES.



THOMPSON STANBURY ASSOCIATES

PROPOSED RESTAURANT DEVELOPMENT

78 - 88 TENCH AVENUE

JAMISTONTOWN

MRV VEHICLE SWEEP PATH PLANS

SCALE: 1: 500

FILE: 14-086

DATE: 18/03/2015

SUPERSEDES  
SHEET/ISSUE

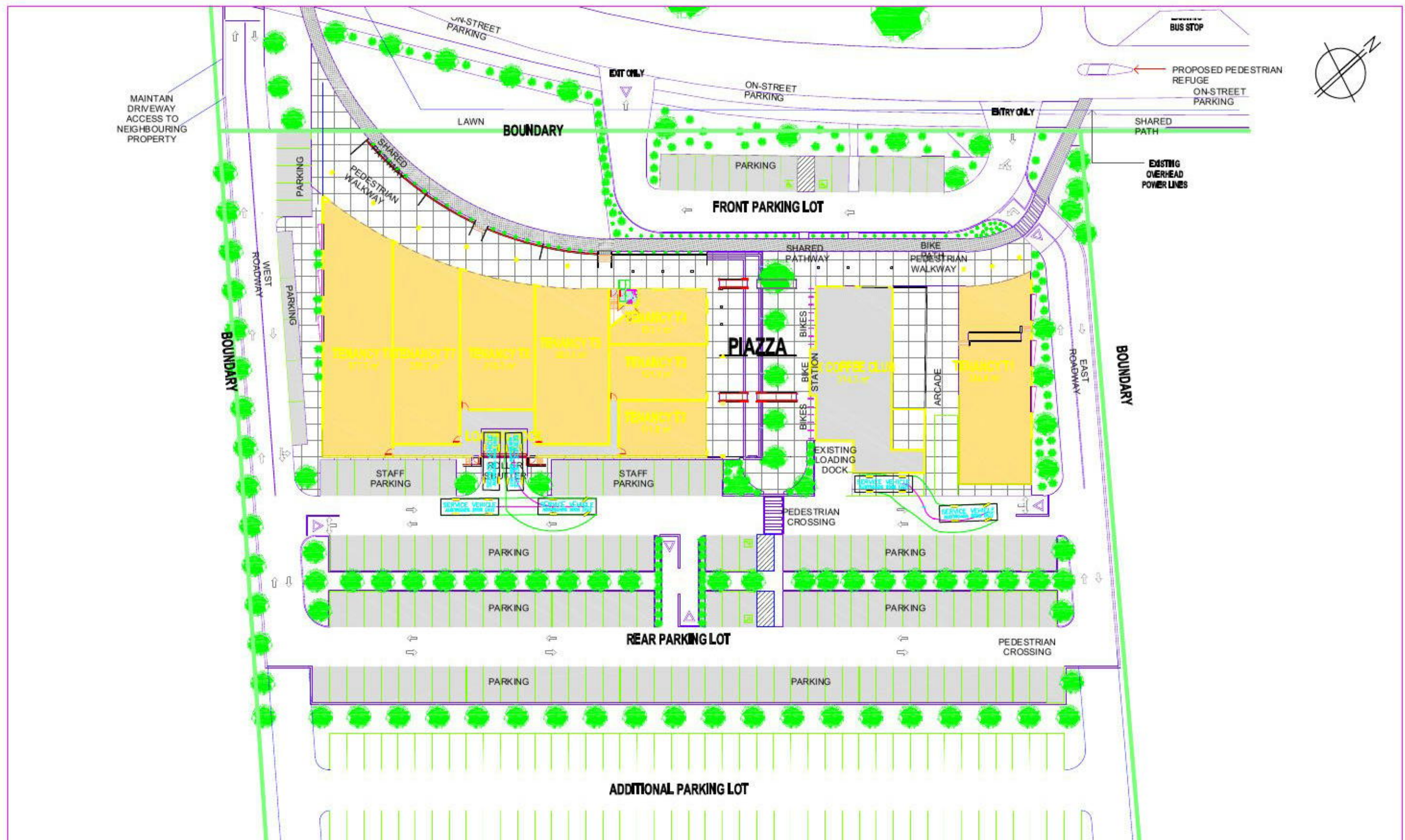
ISSUE

A

SHEET

3





## NOTES:-

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2. THE TURNING PATHS USED ON THIS PLAN ARE GENERATED USING AUTOTURN SOFTWARE AND DERIVED FROM SPECIFICATIONS PROVIDED WITHIN THE AUSTRALIAN STANDARD FOR PARKING FACILITIES PART 2: OFF-STREET COMMERCIAL VEHICLE FACILITIES (AS2890.2-2002) FOR MEDIUM RIGID VEHICLES.



## THOMPSON STANBURY ASSOCIATES

PROPOSED RESTAURANT DEVELOPMENT

78 - 88 TENCH AVENUE

JAMISTONTOWN

MRV VEHICLE SWEEP PATH PLANS

SCALE: 1: 500

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SUPERSEDES  
SHEET/ISSUE

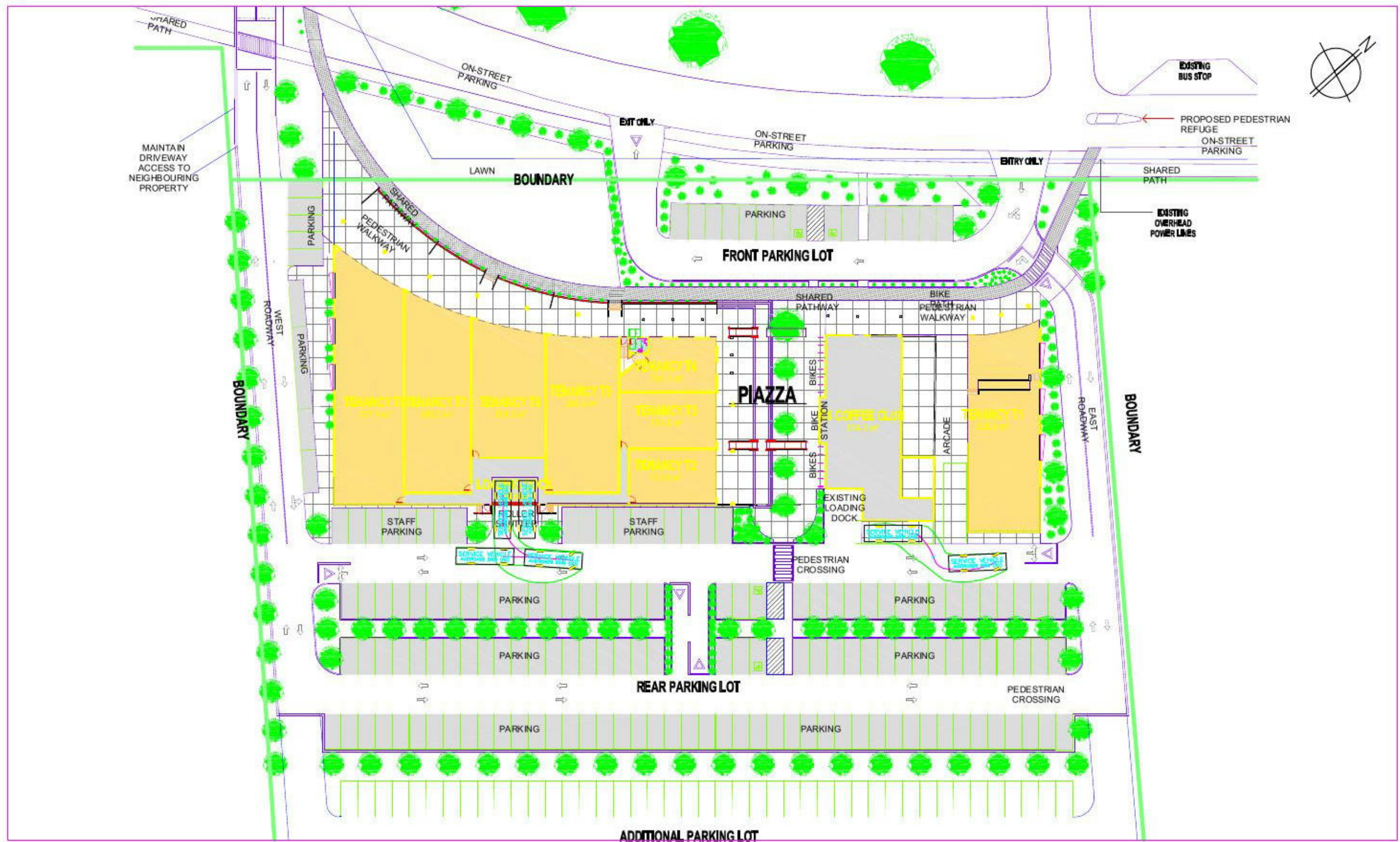
ISSUE

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SHEET

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## NOTES:-

1. THIS PLAN IS BASED ON ARCHITECTURAL PLANS PREPARED BY MORSON GROUP.
2. THE TURNING PATHS USED ON THIS PLAN ARE GENERATED USING AUTOTURN SOFTWARE AND DERIVED FROM SPECIFICATIONS PROVIDED WITHIN THE AUSTRALIAN STANDARD FOR PARKING FACILITIES PART 2: OFF-STREET COMMERCIAL VEHICLE FACILITIES (AS2890.2-2002) FOR MEDIUM RIGID VEHICLES.



## THOMPSON STANBURY ASSOCIATES

PROPOSED RESTAURANT DEVELOPMENT

78 - 88 TENCH AVENUE

JAMISTONTOWN

MRV VEHICLE SWEEP PATH PLANS

SCALE: 1: 500

FILE: 14-086

DATE: 18/03/2015

SUPERSEDES  
SHEET/ISSUE

ISSUE

A

SHEET

5



## **APPENDIX 3**

Office:  
Suite 15/9 Hoyle Ave., Castle Hill NSW 2154

All Correspondence:  
75 Gindarra Ave, Castle Hill NSW 2154

Telephone: (02) 8850 2788  
Facsimile: (02) 8850 2799  
E-mail: david@thompsonstanbury.com.au  
morgan@thompsonstanbury.com.au  
www.thompsonstanbury.com.au

MOBILE PHONES:

David Thompson: 0418 262 123

Morgan Stanbury: 0410 561 848

**THOMPSON  
STANBURY  
ASSOCIATES**

ABN: 79 943 737 368

TRAFFIC COUNTS AT: Tench Avenue, Penrith  
DATE: 5/09/14 & 6/09/14  
TIME: 11:00am-1:00pm, 4pm-6pm  
WEATHER: Fine

Time	Access 1		Access 2				Access 3		Access 4		Access 5	
	↑	↓	↓	↓	↑	↑	↓	↑	↓	↓	↑	↓
11.00 – 11.15am	1	4	0	0	0	0	0	0	4	1	1	1
11.15 – 11.30am	1	0	0	0	0	0	4	1	2	0	2	5
11.30 – 11.45am	1	1	0	0	0	0	2	3	2	1	0	1
11.45 – 12.00am	3	3	0	1	0	1	2	1	2	3	0	1
<b>Total</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>5</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>8</b>
12.00 – 12.15pm	0	3	0	0	0	0	2	4	1	1	0	2
12.15 – 12.30pm	2	3	0	0	0	0	1	3	1	4	3	1
12.30 – 12.45pm	1	0	0	0	0	0	2	5	1	0	3	0
12.45 – 1.00pm	1	1	0	0	0	0	8	0	3	0	0	2
<b>TOTAL</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>12</b>	<b>5</b>	<b>5</b>	<b>6</b>	<b>5</b>
4.00 – 4.15pm	0	0	0	3	0	0	7	0	5	5	0	4
4.15 – 4.30pm	1	2	1	2	0	1	2	2	0	4	0	0
4.30 – 4.45pm	1	1	1	0	0	0	1	6	1	3	2	1
4.45 – 5.00pm	0	2	0	0	0	0	5	2	1	3	1	2
<b>TOTAL</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>15</b>	<b>10</b>	<b>7</b>	<b>15</b>	<b>3</b>	<b>7</b>
5.00 – 5.15pm	0	1	0	0	0	1	4	1	1	0	1	0
5.15 – 5.30pm	1	2	0	0	0	0	1	3	1	1	1	2
5.30 – 5.45pm	0	0	0	0	0	0	2	5	4	5	0	3
5.45 – 6.00pm	0	0	0	0	0	2	7	3	2	7	1	3
<b>TOTAL</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>14</b>	<b>12</b>	<b>8</b>	<b>13</b>	<b>3</b>	<b>8</b>

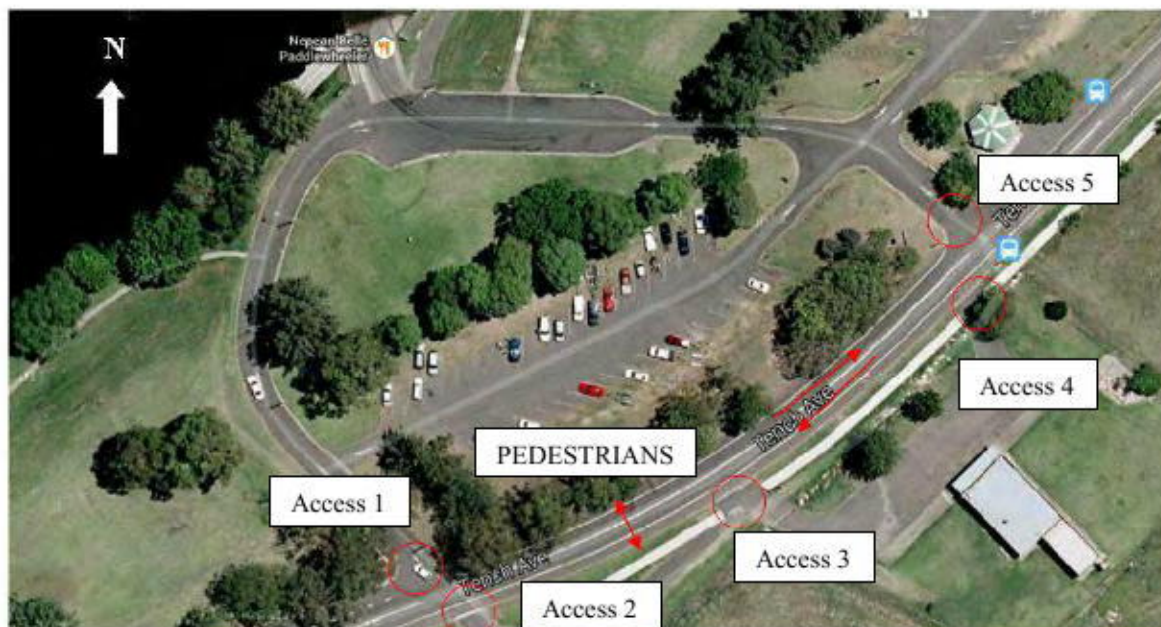


Figure 1- Access Driveways & Vehicular movement




Time	Through Movements		Pedestrians
	East	West	
11.00 11.15am	19	38	1
11.15 11.30am	9	55	3
11.30 11.45am	11	61	0
11.45 12.00am	7	59	1
<b>Total</b>	<b>46</b>	<b>213</b>	<b>5</b>
12.00 12.15pm	15	49	7
12.15 12.30pm	16	69	0
12.30 12.45pm	13	80	0
12.45 1.00pm	9	62	1
<b>TOTAL</b>	<b>53</b>	<b>260</b>	<b>8</b>
4.00 4.15pm	12	57	0
4.15 4.30pm	22	91	0
4.30 4.45pm	14	75	0
4.45 5.00pm	10	71	3
<b>TOTAL</b>	<b>58</b>	<b>294</b>	<b>3</b>
5.00 5.15pm	4	53	4
5.15 5.30pm	10	57	2
5.30 5.45pm	8	45	2
5.45 6.00pm	6	62	0
<b>TOTAL</b>	<b>28</b>	<b>217</b>	<b>8</b>

## **APPENDIX 4**



# MOVEMENT SUMMARY

 Site: Tench Avenue & Northern Access Driveway

Projected Weekend Peak  
Stop (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Tench Avenue South											
2	T1	48	5.0	0.029	1.1	LOS A	0.2	1.3	0.39	0.06	57.9
3	R2	5	5.0	0.029	6.8	LOS A	0.2	1.3	0.39	0.06	55.3
Approach		53	5.0	0.029	1.6	NA	0.2	1.3	0.39	0.06	57.6
North: Tench Avenue North											
7	L2	46	5.0	0.163	5.6	LOS A	0.0	0.0	0.00	0.09	57.3
8	T1	260	5.0	0.163	0.0	LOS A	0.0	0.0	0.00	0.09	59.2
Approach		306	5.0	0.163	0.9	NA	0.0	0.0	0.00	0.09	58.9
West: Tench Reserve Egress											
10	L2	5	5.0	0.013	9.4	LOS A	0.0	0.3	0.16	0.92	51.1
12	R2	6	5.0	0.013	8.9	LOS A	0.0	0.3	0.16	0.92	50.4
Approach		11	5.0	0.013	9.1	LOS A	0.0	0.3	0.16	0.92	50.7
All Vehicles		370	5.0	0.163	1.2	NA	0.2	1.3	0.06	0.11	58.4

Level of Service (LOS) Method: Delay (RTA NSW).

Vehicle movement LOS values are based on average delay per movement

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# MOVEMENT SUMMARY

**STOP** Site: Tench Avenue & Northern Access Driveway

Projected Weekday Peak  
Stop (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Tench Avenue South											
2	T1	44	5.0	0.031	1.4	LOS A	0.2	1.4	0.43	0.11	57.3
3	R2	9	5.0	0.031	7.1	LOS A	0.2	1.4	0.43	0.11	54.8
Approach		53	5.0	0.031	2.3	NA	0.2	1.4	0.43	0.11	56.9
North: Tench Avenue North											
7	L2	72	5.0	0.195	5.6	LOS A	0.0	0.0	0.00	0.12	57.1
8	T1	292	5.0	0.195	0.0	LOS A	0.0	0.0	0.00	0.12	58.9
Approach		364	5.0	0.195	1.1	NA	0.0	0.0	0.00	0.12	58.5
West: Tench Reserve Egress											
10	L2	7	5.0	0.010	9.0	LOS A	0.0	0.3	0.12	0.94	51.2
12	R2	3	5.0	0.010	8.5	LOS A	0.0	0.3	0.12	0.94	50.6
Approach		10	5.0	0.010	8.9	LOS A	0.0	0.3	0.12	0.94	51.0
All Vehicles		427	5.0	0.195	1.5	NA	0.2	1.4	0.06	0.14	58.1

Level of Service (LOS) Method: Delay (RTA NSW).

Vehicle movement LOS values are based on average delay per movement

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# MOVEMENT SUMMARY

 Site: Tench Avenue & Central Site Access

Projected Weekend Peak  
Stop (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Tench Avenue South											
2	T1	48	5.0	0.025	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		48	5.0	0.025	0.0	NA	0.0	0.0	0.00	0.00	60.0
East: Central Site Access											
4	L2	5	5.0	0.033	9.8	LOS A	0.1	0.8	0.37	0.89	51.1
6	R2	23	5.0	0.033	9.5	LOS A	0.1	0.8	0.37	0.89	50.9
Approach		28	5.0	0.033	9.6	LOS A	0.1	0.8	0.37	0.89	50.9
North: Tench Avenue North											
8	T1	266	5.0	0.141	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		266	5.0	0.141	0.0	NA	0.0	0.0	0.00	0.00	60.0
All Vehicles		342	5.0	0.141	0.8	NA	0.1	0.8	0.03	0.07	59.1

Level of Service (LOS) Method: Delay (RTA NSW).

Vehicle movement LOS values are based on average delay per movement

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.


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# MOVEMENT SUMMARY

 Site: Tench Avenue & Central Site Access

Projected Weekday Peak  
Stop (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Tench Avenue South											
2	T1	43	5.0	0.023	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		43	5.0	0.023	0.0	NA	0.0	0.0	0.00	0.00	60.0
East: Central Site Access											
4	L2	2	5.0	0.013	9.9	LOS A	0.0	0.3	0.38	0.87	51.0
6	R2	9	5.0	0.013	9.6	LOS A	0.0	0.3	0.38	0.87	50.8
Approach		11	5.0	0.013	9.7	LOS A	0.0	0.3	0.38	0.87	50.9
North: Tench Avenue North											
8	T1	295	5.0	0.156	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		295	5.0	0.156	0.0	NA	0.0	0.0	0.00	0.00	60.0
All Vehicles		349	5.0	0.156	0.3	NA	0.0	0.3	0.01	0.03	59.6

Level of Service (LOS) Method: Delay (RTA NSW).

Vehicle movement LOS values are based on average delay per movement

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# MOVEMENT SUMMARY

 **Site: Tench Avenue & Southern Site Access**

Projected Weekend Peak  
Stop (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Tench Avenue South											
1	L2	4	5.0	0.032	6.5	LOS A	0.2	1.4	0.36	0.09	55.9
2	T1	48	5.0	0.032	0.9	LOS A	0.2	1.4	0.36	0.09	57.6
3	R2	6	5.0	0.032	6.4	LOS A	0.2	1.4	0.36	0.09	55.3
Approach		58	5.0	0.032	1.8	NA	0.2	1.4	0.36	0.09	57.2
East: Southern Site Access											
4	L2	6	5.0	0.038	10.2	LOS A	0.1	0.9	0.39	0.89	50.9
6	R2	22	5.0	0.038	9.7	LOS A	0.1	0.9	0.39	0.89	50.4
Approach		28	5.0	0.038	9.8	LOS A	0.1	0.9	0.39	0.89	50.5
North: Tench Avenue North											
7	L2	1	5.0	0.142	5.8	LOS A	0.8	5.9	0.16	0.02	57.3
8	T1	259	5.0	0.142	0.2	LOS A	0.8	5.9	0.16	0.02	59.2
9	R2	7	5.0	0.142	5.9	LOS A	0.8	5.9	0.16	0.02	56.5
Approach		267	5.0	0.142	0.4	NA	0.8	5.9	0.16	0.02	59.1
All Vehicles		353	5.0	0.142	1.3	NA	0.8	5.9	0.21	0.10	58.0

Level of Service (LOS) Method: Delay (RTA NSW).

Vehicle movement LOS values are based on average delay per movement

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# MOVEMENT SUMMARY

 Site: Tench Avenue & Southern Site Access

Projected Weekday Peak  
Stop (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Tench Avenue South											
1	L2	2	5.0	0.034	8.3	LOS A	0.2	1.7	0.55	0.13	54.8
2	T1	43	5.0	0.034	2.7	LOS A	0.2	1.7	0.55	0.13	56.5
3	R2	9	5.0	0.034	8.2	LOS A	0.2	1.7	0.55	0.13	54.2
Approach		54	5.0	0.034	3.8	NA	0.2	1.7	0.55	0.13	56.0
East: Southern Site Access											
4	L2	3	5.0	0.027	13.8	LOS A	0.1	0.6	0.59	0.94	48.8
6	R2	9	5.0	0.027	13.2	LOS A	0.1	0.6	0.59	0.94	48.3
Approach		12	5.0	0.027	13.3	LOS A	0.1	0.6	0.59	0.94	48.4
North: Tench Avenue North											
7	L2	1	5.0	0.308	5.8	LOS A	2.1	15.1	0.17	0.01	57.4
8	T1	575	5.0	0.308	0.2	LOS A	2.1	15.1	0.17	0.01	59.2
9	R2	5	5.0	0.308	5.9	LOS A	2.1	15.1	0.17	0.01	56.5
Approach		581	5.0	0.308	0.3	NA	2.1	15.1	0.17	0.01	59.2
All Vehicles		647	5.0	0.308	0.8	NA	2.1	15.1	0.21	0.03	58.7

Level of Service (LOS) Method: Delay (RTA NSW).

Vehicle movement LOS values are based on average delay per movement

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# Appendix D

## Operational Noise Impact Assessment



REPORT 13598R1

Revision 0

Operational Noise Impact Assessment  
Proposed Restaurant & Café Precinct Expansion  
78-88 Tench Avenue, Jamisontown

PREPARED FOR:  
C and S Sentas Pty Ltd  
c/o Stimson & Baker Planning  
Suite 21, The Broadwalk  
458 High Street  
Penrith NSW 2750

31 October 2014





# DA Operational Noise Impact Assessment

## Proposed Restaurant & Café Precinct Expansion

### 78-88 Tench Avenue, Jamisontown

#### PREPARED BY:

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#### DOCUMENT CONTROL

Reference	Status	Date	Prepared	Checked	Authorised
13598R1	Revision 0	31 October 2014	Raymond Sim	Rodney Stevens	Rodney Stevens



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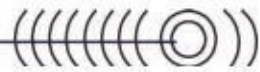


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## 1 INTRODUCTION

Rodney Stevens Acoustics Pty Ltd (RSA) has been engaged by Stimson Consulting Pty Ltd on behalf of C and S Sentas Pty Ltd to conduct an Operational Noise Impact Assessment for the proposed Restaurant & Café Precinct expansion located at 78-88 Tench Avenue, Jamisontown, NSW. It is understood that the project site is currently occupied by a single storey building which is operated as a restaurant by The Coffee Club.

This assessment addresses the potential operational noise impacts associated with the proposed Restaurant & Café Precinct (Precinct) expansion on the amenity of neighbouring residences.

This report addresses the following noise impacts relating to the proposed development:

- Patron noise from the expanded Precinct on the amenity of neighbouring residences;
- Car park noise from the expanded Precinct on the amenity of neighbouring residences
- proposed external mechanical services plant on the amenity of neighbouring residences;

This assessment report will form part of the Development Application submission to Penrith City Council.

Specific acoustic terminology is used in this report. An explanation of common acoustic terms is provided in Appendix A.

## 2 PROPOSED PROJECT

### 2.1 Project Site

The project site is currently occupied by a single storey building which is operated as a restaurant by The Coffee Club. The proposed project site is bounded by Tench Avenue and an existing public car park to the north-west and greenfield sites to the north-east, south-east and south-west. The nearest residences are located north-east and south-west of the project site along Tench Avenue and Cross Road, at distances of approximately 220 metres and 250 metres (m) respectively.

The existing environment surrounding at the project site is mainly influenced by road traffic noise from the M4 Western Motorway and Tench Avenue. Figure 2-1 shows an aerial image of the project site and the surrounding environment.

### 2.2 Project Description

The project is to operate an expanded restaurant & café precinct at the existing restaurant premises at 78-88 Tench Avenue, Jamisontown. It is understood that the Precinct will be operating between 7:00 am and 12:00 midnight from Monday to Sunday. Figure 2-2 below are the site plan of the proposed precinct.





Figure 2-1 Site Location



Image Courtesy of Near Map © 2014.

Figure 2-2 Project Site Plan







### 3 BASELINE NOISE SURVEY

#### 3.1 Unattended Noise Monitoring

In order to characterise the existing noise environment of the immediate industrial area and the nearest residential area, unattended noise monitoring were conducted between the dates of Thursday 11 September and Thursday 18 September 2014 at the logging location shown in Figure 2-1. The noise logger set up at the project site is representative of the existing noise environment surrounding the project site and the nearest residences.

Logger location was selected with consideration to other noise sources which may influence readings, security issues for noise monitoring equipment and gaining permission for access from other landowners.

Instrumentation for the survey comprised of a RION NL-42 environmental noise logger (serial number: 133013) fitted with microphone windshields. Calibration of the logger was checked prior to and following measurements. Drift in calibration did not exceed  $\pm 0.5$  dB(A). All equipment carried appropriate and current NATA (or manufacturer) calibration certificates.

Measured data have been filtered to remove data measured during adverse weather conditions upon consultation with historical weather reports provided by the Bureau of Meteorology (BOM).

The logger determines  $L_{A1}$ ,  $L_{A10}$ ,  $L_{A90}$  and  $L_{Aeq}$  levels of the ambient noise.  $L_{A1}$ ,  $L_{A10}$ ,  $L_{A90}$  are the levels exceeded for 1%, 10% and 90% of the sample time respectively (see Glossary for definitions in Appendix A).

Detailed results at the monitoring location are presented in graphical format in Appendix B. The graphs show measured values of  $L_{A1}$ ,  $L_{A10}$ ,  $L_{A90}$  and  $L_{Aeq}$  for each 15-minute monitoring period.

#### 3.2 Data Processing to Assess Noise Emission

In order to assess noise emission from the proposed operations of the project site, the data obtained from the loggers have been processed in accordance with the procedures contained in the EPA's *Industrial Noise Policy* (INP) to establish representative noise levels that can be expected at the nearest residences and the immediate industrial area. The results of this analysis are presented in Table 3-1 below.

Table 3-1 Measured Ambient Noise Levels Corresponding to Defined INP Periods

Logger Location	Measurement Descriptor	Measured Noise Level – dB(A) re 20 $\mu$ Pa		
		Daytime 7.00 am - 6.00 pm	Evening 6.00 pm - 10.00 pm	Night-time 10.00 pm - 7.00 am
78-88 Tench Avenue Jamisontown	$L_{Aeq}$	55	52	52
	RBL (Background)	46	48	40

### 4 OPERATIONAL NOISE CRITERIA

This section presents noise criteria relating to noise emission which are applicable to the proposed change of usage.

#### 4.1 Industrial Noise Policy

The EPA oversees the INP was released in January 2000 which provides a framework and process for deriving noise criteria. The INP criteria for industrial noise sources (eg mechanical plant) have two (2) components:

- Controlling the intrusive noise impacts for residents and other sensitive receivers in the short term; and





- Maintaining noise level amenity for particular land uses for residents and sensitive receivers in other land uses.

#### 4.1.1 Assessing Intrusiveness

For assessing intrusiveness, the background noise generally needs to be measured. The intrusiveness criterion essentially means that the equivalent continuous noise level ( $L_{Aeq}$ ) of the source should not be more than 5 dB(A) above the measured Rated Background Level (RBL), over any 15 minute period. The assessment of intrusiveness only applies to residential receivers.

#### 4.1.2 Assessing Amenity

The amenity criterion is based on land use and associated activities (and their sensitivity to noise emission). The cumulative effect of noise from industrial sources needs to be considered in assessing the impact. The criteria relate only to other industrial-type noise sources and do not include road, rail or community noise. The existing noise level from industry is measured. If it approaches the criterion value, then noise levels from new industrial-type noise sources, (including air-conditioning mechanical plant) need to be designed so that the cumulative effect does not produce total noise levels that would significantly exceed the criterion. For areas of high road traffic, there are further considerations that influence the selection of the noise criterion

#### 4.1.3 Area Classification

The INP classifies the noise environment of the subject area as “Urban”. The INP characterises the “Urban” noise environment as an area that:

- Is dominated by “urban hum” or industrial source noise.
- Has through traffic with characteristically heavy and continuous traffic flows during peak periods.
- Is near commercial districts or industrial districts.
- Has any combination of the above.

#### 4.1.4 Project Specific Noise Emission Criteria

Having defined the area type, the processed results of the unattended noise monitoring have been used to generate project specific noise criteria.

In accordance with INP principles, because, in this case, the noise environment at the monitoring site used to establish industrial noise criteria is not controlled by industrial type noise sources, (it is largely aggregate urban hum and distant road traffic noise), the project specific noise levels, which are shown in bold in Table 4-1, are the lower of the ANL and intrusive criteria.

Table 4-1 Criteria for Operational Noise Emissions to Nearby Residences

Receiver Type	Time of Day	Noise Level dB(A) re 20 $\mu$ Pa				
		ANL (period)	Measured RBL <sup>2</sup> $L_{A90,15\text{minute}}$	Measured $L_{Aeq,15\text{minute}}$	INP Criteria	
					Intrusive	Amenity
					$L_{Aeq,15\text{minute}}$ Criterion for New Sources	$L_{Aeq,Period}$ Criterion for New Sources <sup>3</sup>
Residence	Day	60 <sup>1</sup>	46	55	<b>51<sup>4</sup></b>	58
	Evening	50 <sup>1</sup>	48	52	53	<b>46<sup>4</sup></b>
	Night	45 <sup>1</sup>	40	52	45	<b>35<sup>4</sup></b>

Note 1: ANL Acceptable Noise Level for an urban area

Note 2: RBL Rating Background Level

Note 3: Assuming existing noise levels unlikely to decrease

Note 4: Project Specific Criteria are shown in bold



In summary, the project specific noise emission criteria established by the INP for this site are:

- At Surrounding Residences on Cross Road and Tench Avenue –
  - Day 51 dB(A)
  - Evening 46 dB(A)
  - Night 35 dB(A)

## 4.2 Sleep Disturbance Criteria

There are currently no specific criteria for assessing sleep disturbance in NSW. Guidance to assess sleep disturbance has been taken from EPA's 'Application Notes - NSW Industrial Noise Policy'.

The Application Notes recommend the  $L_{A1, 1min}$  noise level from the proposed restaurant and café precinct should not exceed the background noise level ( $L_{A90, 15min}$ ) by more than 15 dB(A). The  $L_{A1, 1min}$  noise level is representative of a maximum noise level measured under fast time response.

The criterion is to be used as a guide to identify the likelihood of sleep disturbance, where the criterion is likely to not be met, a more detailed analysis is required including the extent to which the maximum or  $L_{A1, 1min}$  noise level exceeds the background noise level and the number of times this can happen during the night time period.

Table 4-2 details the adopted sleep disturbance criteria for residential receivers.

Table 4-2 Adopted sleep disturbance criteria for residential receivers

Receiver location	Night time RBL $L_{A90, 15min}$ , dB(A)	Sleep disturbance criteria $L_{A1, 1min}$ dB(A)
Residences to the north-east of the project site on Tench Avenue and residences to the west of the project site across from the M4 Western Motorway	40	55

Notes: Values expressed as dB (A)

$L_{A1, 1min}$  = Noise level exceeded for 1% of a 1-minute assessment period

## 5 ROAD NOISE POLICY CRITERIA

It is predicted by Thomson Stanbury Associates Pty Ltd (Project Traffic Consultant) that road traffic on Tench Avenue will potentially increase due to the proposed development. Therefore, assessment of road traffic noise impact on existing residences due to additional traffic on Tench Avenue will be required.

The EPA Road Noise Policy (RNP, 2011) provides the accepted criteria for limits on operational road noise (see Table 5-1). The proposed development would create additional traffic on existing roads and therefore falls under the requirements listed in the below table.

The noise goals should aim to be achieved at project opening and 10 years after project opening. The RNP relative increase criteria assess any increase in the total traffic noise level at a receiver due to the proposed project. The relative increase criteria is exceeded if the 'build option' noise levels increase by more than 12 dB(A) above the 'no-build option' noise levels. The 12 dB(A) relative increase criteria are not applicable to local roads. The RNP requires residential receivers to be considered 600 metres from the road centre line for the assessment of the relative increase criteria, which is applicable to this proposal.

Residences experiencing exceedances of the road traffic noise assessment criteria or the relative increase criteria should be considered for mitigation measures. However, it should be noted that the RNP also





recognises “in assessing feasible and reasonable mitigation measures an increase of up to 2 dB(A) represents a minor impact that is considered barely perceptible to the average person”.

Table 5-1 RNP Noise Assessment Criteria for Residential Land Use

Road Category	Type of Project	Noise Assessment Criteria – dB(A)		Relative Increase Criteria – dB(A)	
		Day (7 am – 10pm)	Night (10pm – 7am)	Day (7 am – 10pm)	Night (10pm – 7am)
Freeway / Arterial / Sub-Arterial Roads	Existing residence affected by additional traffic on existing freeway / arterial / sub-arterial roads generated by land use developments	L <sub>Aeq</sub> (15 hour) 60 (external)	L <sub>Aeq</sub> (9 hour) 55 (external)	Existing traffic  L <sub>Aeq</sub> (15 hour) +12 dB	L <sub>Aeq</sub> (9 hour) +12 dB (external)
Local Roads	Existing residence affected by additional traffic on existing local roads generated by land use developments	L <sub>Aeq</sub> (1 hour) 55 (external)	L <sub>Aeq</sub> (9 hour) 50 (external)	-	-

Other non-residential sensitive receivers in the vicinity of the proposed development have been identified to the Tench Reserve. The RNP criterion for open space for passive use has been presented in Table 5-2 below.

Table 5-2 RNP Noise Assessment Criteria for Non-Residential Land Use

Existing Sensitive Land Use	Assessment Criteria – dB(A)	
	Day (7 am – 10 pm)	Night (10 pm – 7 am)
Open Space (passive use)	L <sub>Aeq</sub> , (15hour) 55 (external) when in use	

## 6 OPERATIONAL NOISE IMPACT ASSESSMENT

### 6.1 Patron & Background Noise Assessment

#### 6.1.1 Typical Patron Vocal Levels

The following sections summarise the results of patron noise assessment and predicted levels at surrounding residential receivers as a result of the proposed operation of the outdoor seating areas (see Figure 2-2).

Calculations of the amount of noise transmitted to these receivers from the proposed outdoor seating area have been made based on a typical patron sound power spectrum as based on a Harris loud voice. The sound power levels are derived from Table 16.1 in “*Handbook of Acoustical Measurements and Noise Control*” by C.M. Harris. Harris indicates that a typical casual male voice is 53 dB(A) at 1 m, a typical normal voice is 58 dB(A) at 1 m, a typical raised voice is 65 dB(A) at 1 m, a typical loud voice is 75 dB(A) at 1 m and a shouting voice is 88 dB(A) at 1 m. Taking the standard conversion of adding 8 dB(A) to convert sound pressure level at 1 m to sound power level, the sound power level of a typical normal voice equates to 66 dB(A).

The sound power spectrum a patron talking with a vocal effort of normal voice is shown in Table 6-1 below:



Table 6-1 Typical Sound Power Level of 1 Person with Raised Voice -  $L_w$  - dB(A)

Scenario	Resultant Noise Level per Octave Band (dB)								Overall - dB(A)
	63Hz	125Hz	250Hz	500Hz	1kHz	2kHz	4kHz	8kHz	
1 Patron – Raised Vocal	46	47	57	64	62	56	52	43	66

This spectrum and overall noise level is believed to be a reasonable approximation of the typical “worst case” that could be expected from the operation of the proposed outdoor seating area.

#### 6.1.2 Patron Sound Power Levels

Based on a maximum number of 408 patrons in the seating areas and a maximum of 516 patrons in the internal seating areas, the following worst-case operational scenarios have also been assumed for our assessment:

- With 50 percent of the patrons talking at any one time, the worst case scenario will be 204 patrons talking in the outdoor seating areas at any one time.
- With 50 percent of the patrons talking at any one time, the worst case scenario will be 258 patrons talking in the internal seating areas at any one time.

Table 6-2 Sound Power Levels of People talking with Raised Voice -  $L_w$  – dB(A)

Scenario	Resultant Sound Power Level per Octave Band (dB)								Overall – dB(A)
	63Hz	125Hz	250Hz	500Hz	1kHz	2kHz	4kHz	8kHz	
204 Patrons in Outdoor Seating Areas – Normal Vocal	69	70	80	87	85	79	75	66	89
258 Patrons in Internal Seating Areas – Normal Vocal	70	71	81	88	86	80	76	67	90

The 32 Hz octave band has not been assessed due to the limited availability of transmission loss (TL) data in this low (bass) frequency band. It is also very likely that even if noise emission in this low frequency octave band exceeds the noise criterion; it will be very close to, if not below, the human threshold of hearing at the receivers.

Appropriate source sound power levels have been made for the varying distribution number of patrons.

These scenarios are considered to be representative of the “busier” periods typically encountered during the busy lunchtime and dinner time periods from approximately 12:00 pm to 2:00 pm and 6:00 pm to 8:00 pm respectively.

#### 6.1.3 Background Music Sound Power Level

Based on a typical background music in a restaurant/pub, the sound power level spectrum of typical background music is shown in Error! Reference source not found. below:

Table 6-3 Typical Sound Power Level of Typical Pub Background Music -  $L_w$  – dB(A)

Scenario	Resultant Sound Power Level per Octave Band (dB)								Overall – dB(A)
	63Hz	125Hz	250Hz	500Hz	1kHz	2kHz	4kHz	8kHz	
Typical Pub Background Music	84	89	84	84	82	75	67	63	86





The 32 Hz octave band has not been assessed due to the limited availability of transmission loss (TL) data in this low (bass) frequency band. It is also very likely that even if noise emission in this low frequency octave band exceeds the noise criterion; it will be very close to, if not below, the human threshold of hearing at the receivers.

#### 6.1.4 Patron and Background Music Noise Impacts

Predictive resultant noise spectrums have been calculated for patron and background music noise emission at nearest residential receivers are presented in Table 6-4. The following assumptions have been made in the noise modelling of the outdoor play area noise impacts on nearby residents:

- Source height of patrons are taken to be 1.5 metres above ground;
- Source height of background music are taken to be 2 metres above ground;
- Receiver heights for residents are taken to be 1.5 metres above ground;
- Predicted noise levels have made from the centre of the project site to within 1 metre of the nearest residential boundaries;
- Distance from the centre of the site to the nearest Tench Avenue residential boundary is approximately 130 metres;
- Distance from the centre of the site to the nearest residential boundary to the west of the site is approximately 290 metres;

Table 6-4 Patron and Background Music Noise Assessment at Nearby Noise Sensitive Receivers

Noise Source	Predicted Operational Noise Impact at Nearest Residents – dB(A)	
	Nearest Tench Avenue Residents at 130 metres from Centre of the Site	Nearest Residents Across M4 Motorway at 290 metres from Centre of the Site
Outdoor Seating Patron Talking	41.0	33.8
Internal Seating Patron Talking	31.3	24.6
Background Music	38.1	30.9
<b>Total Noise Level</b>	<b>43.1</b>	<b>36.0</b>

The combined Patron and Background Music noise impacts from the operation of the proposed restaurant and café precinct have been predicted to comply with the day and evening noise goals but predicted to exceed the night-time noise goal at the nearest Tench Avenue residents and the nearest residents to the west of the site.

#### 6.2 Car Park Operations Noise Impacts

Acoustic modelling of the car park noise emissions was carried out using the methodology of Bayerisches Landesamt für Umwelt's report *Parking Area Noise*. The *Parking Area Noise* prediction methodology utilises an  $L_{Aeq}$  based source sound power level that is representative of one complete vehicle movement in one hour for normal parking motions (i.e. entering the car park, searching for a car parking space, open and closing car doors, re-starting the engine and exiting the car park). Hence the major variables accounted for in this



methodology include the number of vehicle movements, the location of the car park relative to noise sensitive receivers and the surface finish (e.g. sealed asphalt, unsealed gravel etc.).

The following most appropriate assumptions from the *Parking Area Noise* methodology have been used to predict car park noise impacts at nearest residences:

- Total car parking spaces – 232 (61 existing and 171 proposed);
- $L_{w0}$  – 65 (As no restaurant parking area type provided,  $L_{w0}$  for “Parking area near a purchase market” has been used. Refer to Table 30 of Section 7.1.5 of *Parking Area Noise*);
- $K_{PA}$  – 3 (Parking area type for “Restaurants” used. Refer to Table 34 of Section 8.1 of *Parking Area Noise*);
- $K_i$  – 4 (Parking area type for “Restaurants” used. Refer to Table 34 of Section 8.1 of *Parking Area Noise*);
- $K_{Stro}$  – 0 (for asphalt driving lanes used. Refer to Section 8.2.1 of *Parking Area Noise*);
- $N_{day}$  – 0.12 (Parking area type for “Restaurants in rural district” used. Refer to Table 33 of Section 8.1 of *Parking Area Noise*);
- $N_{night}$  – 0.03 (Parking area type for “Restaurants in rural district” used. Refer to Table 33 of Section 8.1 of *Parking Area Noise*);

#### 6.2.1 Predicted Car Park Operational Noise

Predicted noise levels from the operation of the multi-storey car park are presented in Table 6-5 below.

Table 6-5 Predicted Noise Levels at Nearest Sensitive Receivers

Receiver	Receiver Type	Period	Predicted Noise Level – dB(A)		INP Criteria – dB(A)		Exceedance – dB(A)	
			$L_{Aeq, 15 \text{ minute}}$	$L_{Aeq, \text{Period}}$	Intrusive $L_{Aeq, 15 \text{ minute}}$	Amenity $L_{Aeq, \text{Period}}$	Intrusive $L_{Aeq, 15 \text{ minute}}$	Amenity $L_{Aeq, \text{Period}}$
Nearest Tench Avenue Residents at 130 metres from Centre of the Site	Residential	Day	49	45	51	58	-	-
		Evening	-	-	53	46	n/a <sup>1</sup>	n/a <sup>1</sup>
		Night	43	39	45	35	-	-
Nearest Residents Across M4 Motorway at 290 metres from Centre of the Site	Residential	Day	42	38	51	58	-	-
		Evening	-	-	53	46	n/a <sup>1</sup>	n/a <sup>1</sup>
		Night	36	32	45	35	-	-

Note 1: Noise Levels for the evening period are not covered in the Parking Area Noise prediction methodology and are therefore not provided.





It is noted that the operational noise levels at the nearest residential receivers predicted using the *Parking Area Noise* methodology comply with the project noise goals as presented in Table 4-1 for normal parking motions. As the restaurant and café precinct car park noise levels are predicted to comply with the noise limits during the daytime and night-time periods, it can be assumed that the noise levels during the evening period are likely to achieve compliance.

### 6.3 Combined Operational Noise Impacts

Predicted combined operational noise levels of the proposed restaurant and café precinct at nearest residences are detailed in Table 6-6.

The predicted noise impacts are representative of peak worse case operational noise levels where maximum number of patrons talking, the background music is operating and the car park operation are occurring simultaneously. A reduction in predicted noise impacts would be expected where fewer patrons and lesser vehicle movement are occurring simultaneously.

Table 6-6 Predicted Combined Operational Noise Impacts at Receivers

Receiver	Period	Predicted L <sub>Aeq,15min</sub> noise impacts – dB(A)						Compliance	
		Patron & Background Music	Car Park Vehicle Movement		Overall		Noise Criterion		
			Intrusive	Amenity	Intrusive	Amenity	Intrusive		Amenity
Nearest Tench Avenue Residents, East of Project Site	Day	43	49	45	50	47	51	58	Yes
	Evening		49 <sup>1</sup>	45 <sup>1</sup>	50	47	53	46	Yes <sup>2</sup>
	Night		43	39	46	45	45	35	No
Nearest Residents West of Project Site, Across M4 Motorway	Day	36	42	38	43	40	51	58	Yes
	Evening		42 <sup>1</sup>	38 <sup>1</sup>	43	40	53	46	Yes
	Night		36	32	39	38	45	35	No

Note 1: Daytime intrusive and amenity car park noise levels have been used to assess the evening criteria.

Note 2: A minor 1 dB(A) exceedance has been predicted and considered to be acoustically insignificant. This is because a 1 dB change in noise level is not perceivable by the average human hearing. Hence, the predicted noise impact is considered to be achieve compliance.

#### 6.3.1 Discussion

Noise impacts from the operation of the proposed restaurant and café precinct, which includes patrons talking, background music, car park vehicle movements, are predicted to comply with the INP day and evening noise criteria at nearest residences.

However, operational noise impacts are predicted to exceed the INP night-time noise criteria at the nearest residences. Exceedances of the night-time criteria have been predicted to be up to 10 dB(A) at the nearest residences.



## 6.4 Car Park Sleep Disturbance Noise Impact

Spreadsheet noise propagation calculations have been undertaken in order to predict the  $L_{A1,60 \text{ Seconds}}$  noise levels from car park activities such as door closing, car accelerating, engine starts etc., at surrounding sensitive receivers. The  $L_{A1,60 \text{ Second}}$  is comparable to the typical maximum noise level of a particular event. The  $L_{A1,60 \text{ second}}$  noise levels are used to for assessment against the sleep disturbance screening levels discussed in Section 4.2.

Table 6-7 Typical Maximum Sound Power Level of Short-term Car Event

Source	Typical Maximum Sound Power Level – dB(A)
Car Accelerating	93 to 98
Car Starting	91 to 97
Car Door Closing	88 to 93
Car Moving	83 to 90

The predicted  $L_{A1,60 \text{ Second}}$  noise levels from the nearest car parking space to the nearest residential façade are presented in Table 6-8.

Table 6-8 Predicted Maximum Noise Events from Car Park at Residential Receivers

Receiver	Noise Source	Maximum Noise Level $L_{A1,60 \text{ second}} - \text{dB(A)}^1$	Sleep Disturbance External Screening Assessment Level
Tench Avenue Residents to the East of the Project Site	Car Accelerating	40 to 48	55
	Car Starting	41 to 47	
	Car Door Closing	38 to 43	
	Car Moving	33 to 40	
Residents to the West of the Project Site, Across from M4 Motorway	Car Accelerating	33 to 41	55
	Car Starting	34 to 40	
	Car Door Closing	31 to 36	
	Car Moving	26 to 33	

The predicted  $L_{A1,60 \text{ second}}$  noise levels comply with the 55 dB(A) sleep disturbance criteria during car accelerating, car starting and car door closing events at nearby residences.

Based on the predicted compliance of the maximum car park noise impacts, no additional noise control will be required.

## 7 ADDITIONAL ROAD TRAFFIC NOISE ASSESSMENT

Existing sensitive receivers that may potentially be impacted by additional road traffic from the proposed development have been identified to be residences along Tench Avenue. Based on the "PARKING & TRAFFIC IMPACT ASSESSMENT, PROPOSED RESTAURANT PRECINCT, 78-88 TENCH AVENUE, JAMISONTOWN" report (reference: 14-086), dated October 2014, prepared by Thompson Stanbury Associates, the traffic volumes on Tench Avenue with and without the proposed development have been summarised in Table 7-1 below.





Table 7-1 Road Traffic Volume Summary on Surrounding Roads

Road	Total Vehicle Without Development		Total Vehicle With Development		Maximum Percentage Increase	Worst Case Increase in Noise Level – dB(A)
	Weekday Peak Hour	Weekend Peak Hour	Weekday Peak Hour	Weekend Peak Hour		
Tench Avenue	388	329	432	376	14%	< 1

The projected increases in traffic volume would increase the road traffic noise at existing residences on Tench Avenue and Tench Reserve by less than 1 dB(A).

This potential increase of less than 2 dB(A), according to the RNP, represents a minor impact that is considered barely perceptible to the average person. Therefore, road traffic noise impact from additional traffic on Tench Avenue generated by the proposed development is considered to satisfy the RNP criteria established in Section 5.

## 8 NOISE CONTROL RECOMMENDATIONS

Based on the predicted operational noise impacts exceedances (refer Table 6-6) the following noise management and control measures are recommended to ensure that the precinct operates in compliant manner:

- The hours of operation of the proposed restaurant and café precinct be restricted to between 7:00 am and 10:00 pm. The operator of the precinct should also ensure that the car park only operates during the above specified time period.
- An electronic frequency dependant limiting device should be installed to the sound system to ensure that the amplified background music is set to the limit the background music to the levels set out Table 8-1 below. Ensure that speakers are arranged to face into the precinct and should not be facing out towards any resident.

Table 8-1 Background Music Limiting Levels

Resultant L10 Noise Level at 1 metre per Octave Band (dB)								Overall LA10 dB(A)
63Hz	125Hz	250Hz	500Hz	1kHz	2kHz	4kHz	8kHz	
83	88	83	83	81	74	66	62	85

## 9 CONCLUSION

Rodney Stevens Acoustics Pty Ltd has conducted a DA stage noise impact assessment of the proposed restaurant and café precinct at 78-88 Tench Avenue, Jamisontown.

This assessment has been carried out in accordance with NSW EPA *Industrial Noise Policy* and this report is to form part of a Development Application for the site to Penrith City Council. A noise impact assessment has been conducted in relation to the proposed restaurant and café precinct operations specifically noise impacts from the patrons talking, background music and car park vehicle movement.

An assessment of the road traffic noise impact from additional road traffic generated by the proposed precinct has also been conducted. The assessment based on peak hour traffic volumes has determine that road traffic noise impacts from additional traffic on existing receivers generated by the proposed development will potentially satisfy the RNP criteria



Based on the above assessment of worst case scenario, RSA deems the project site to be suitable for operation, provided that the noise control measures recommended in Section 8 of this report are implemented.

Approved:-

Rodney Stevens

Principal





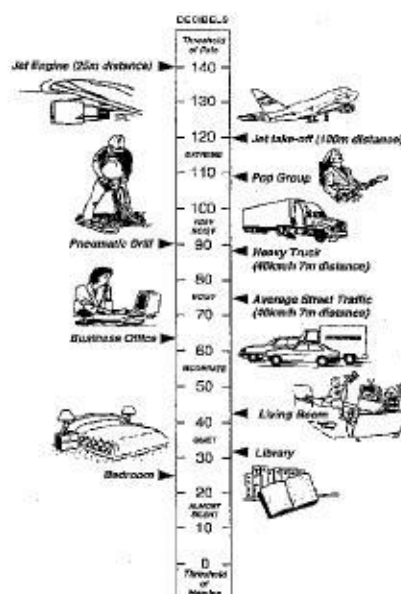
## Appendix A – Acoustic Terminology

A-weighted sound pressure	The human ear is not equally sensitive to sound at different frequencies. People are more sensitive to sound in the range of 1 to 4 kHz (1000 – 4000 vibrations per second) and less sensitive to lower and higher frequency sound. During noise measurement an electronic ' <i>A-weighting</i> ' frequency filter is applied to the measured sound level <i>dB(A)</i> to account for these sensitivities. Other frequency weightings (B, C and D) are less commonly used. Sound measured without a filter is denoted as linear weighted <i>dB(linear)</i> .
Ambient noise	The total noise in a given situation, inclusive of all noise source contributions in the near and far field.
Community annoyance	<p>Includes noise annoyance due to:</p> <ul style="list-style-type: none"><li>■ character of the noise (e.g. sound pressure level, tonality, impulsiveness, low-frequency content)</li><li>■ character of the environment (e.g. very quiet suburban, suburban, urban, near industry)</li><li>■ miscellaneous circumstances (e.g. noise avoidance possibilities, cognitive noise, unpleasant associations)</li><li>■ human activity being interrupted (e.g. sleep, communicating, reading, working, listening to radio/TV, recreation).</li></ul>
Compliance	The process of checking that source noise levels meet with the noise limits in a statutory context.
Cumulative noise level	The total level of noise from all sources.
Extraneous noise	Noise resulting from activities that are not typical to the area. Atypical activities may include construction, and traffic generated by holiday periods and by special events such as concerts or sporting events. Normal daily traffic is not considered to be extraneous.
Feasible and reasonable measures	<p>Feasibility relates to engineering considerations and what is practical to build; reasonableness relates to the application of judgement in arriving at a decision, taking into account the following factors:</p> <ul style="list-style-type: none"><li>■ Noise mitigation benefits (amount of noise reduction provided, number of people protected).</li><li>■ Cost of mitigation (cost of mitigation versus benefit provided).</li><li>■ Community views (aesthetic impacts and community wishes).</li><li>■ Noise levels for affected land uses (existing and future levels, and changes in noise levels).</li></ul>
Impulsiveness	Impulsive noise is noise with a high peak of short duration or a sequence of these peaks. Impulsive noise is also considered annoying.



Low frequency	Noise containing major components in the low-frequency range (20 to 250 Hz) of the frequency spectrum.
Noise criteria	The general set of non-mandatory noise levels for protecting against intrusive noise (for example, background noise plus 5 dB) and loss of amenity (e.g. noise levels for various land use).
Noise level (goal)	A noise level that should be adopted for planning purposes as the highest acceptable noise level for the specific area, land use and time of day.
Noise limits	Enforceable noise levels that appear in conditions on consents and licences. The noise limits are based on achievable noise levels, which the proponent has predicted can be met during the environmental assessment. Exceedance of the noise limits can result in the requirement for either the development of noise management plans or legal action.
Performance-based goals	Goals specified in terms of the outcomes/performance to be achieved, but not in terms of the means of achieving them.
Rating Background Level (RBL)	The rating background level is the overall single figure background level representing each day, evening and night time period. The rating background level is the 10 <sup>th</sup> percentile min L <sub>A90</sub> noise level measured over all day, evening and night time monitoring periods.
Receptor	The noise-sensitive land use at which noise from a development can be heard.
Sleep disturbance	Awakenings and disturbance of sleep stages.
Sound and decibels (dB)	<p>Sound (or noise) is caused by minute changes in atmospheric pressure that are detected by the human ear. The ratio between the quietest noise audible and that which should cause permanent hearing damage is a million times the change in sound pressure. To simplify this range the sound pressures are logarithmically converted to decibels from a reference level of <math>2 \times 10^{-5}</math> Pa.</p> <p>The picture below indicates typical noise levels from common noise sources.</p>





dB is the abbreviation for decibel – a unit of sound measurement. It is equivalent to 10 times the logarithm (to base 10) of the ratio of a given sound pressure to a reference pressure.

Sound power Level (SWL)

The sound power level of a noise source is the sound energy emitted by the source. Notated as SWL, sound power levels are typically presented in  $dB(A)$ .

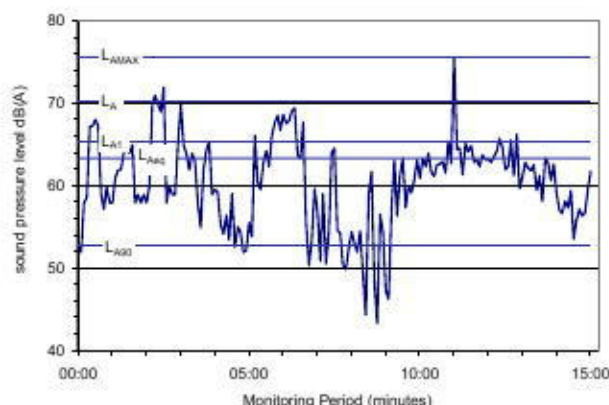
Sound Pressure Level (SPL)

The level of noise, usually expressed as SPL in  $dB(A)$ , as measured by a standard sound level meter with a pressure microphone. The sound pressure level in  $dB(A)$  gives a close indication of the subjective loudness of the noise.

Statistic noise levels

Noise levels varying over time (e.g. community noise, traffic noise, construction noise) are described in terms of the statistical exceedance level.

A hypothetical example of A weighted noise levels over a 15 minute measurement period is indicated in the following figure:



Key descriptors:

$L_{max}$  Maximum recorded noise level.



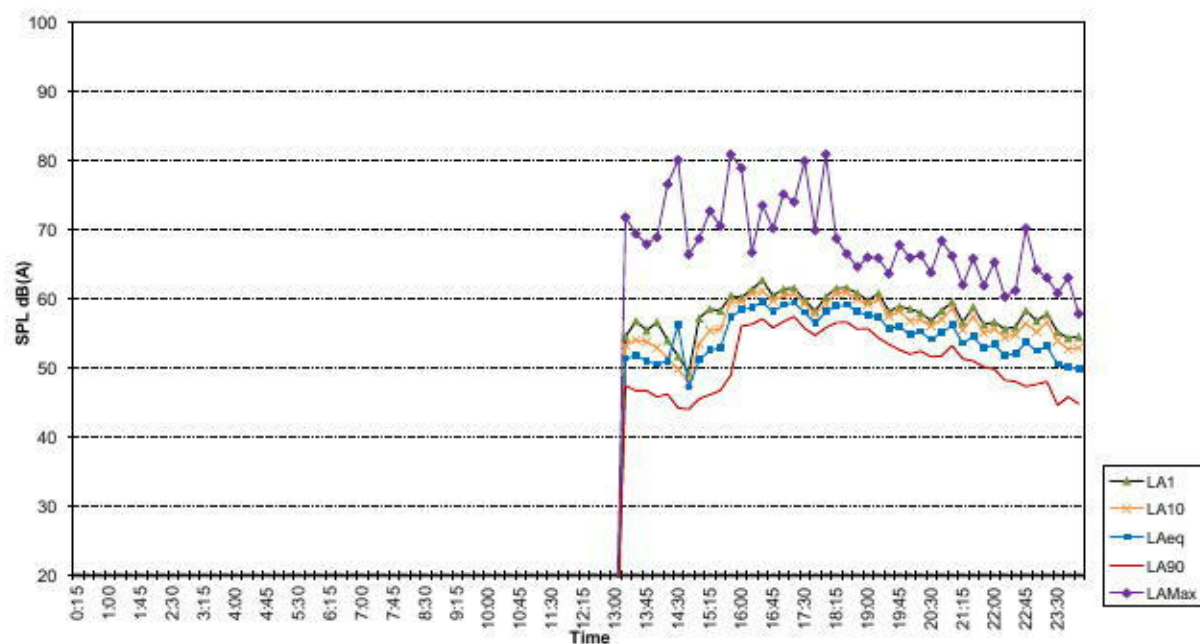
LA1	The noise level exceeded for 1% of the 15 minute interval.
LA10	Noise level present for 10% of the 15 minute interval. Commonly referred to the average maximum noise level.
LAeq	Equivalent continuous (energy average) A-weighted sound pressure level. It is defined as the steady sound level that contains the same amount of acoustic energy as the corresponding time-varying sound.
LA90	Noise level exceeded for 90% of time (background level). The average minimum background sound level (in the absence of the source under consideration).
Threshold	The lowest sound pressure level that produces a detectable response (in an instrument/person).
Tonality	Tonal noise contains one or more prominent tones (and characterised by a distinct frequency components) and is considered more annoying. A 2 to 5 dB(A) penalty is typically applied to noise sources with tonal characteristics



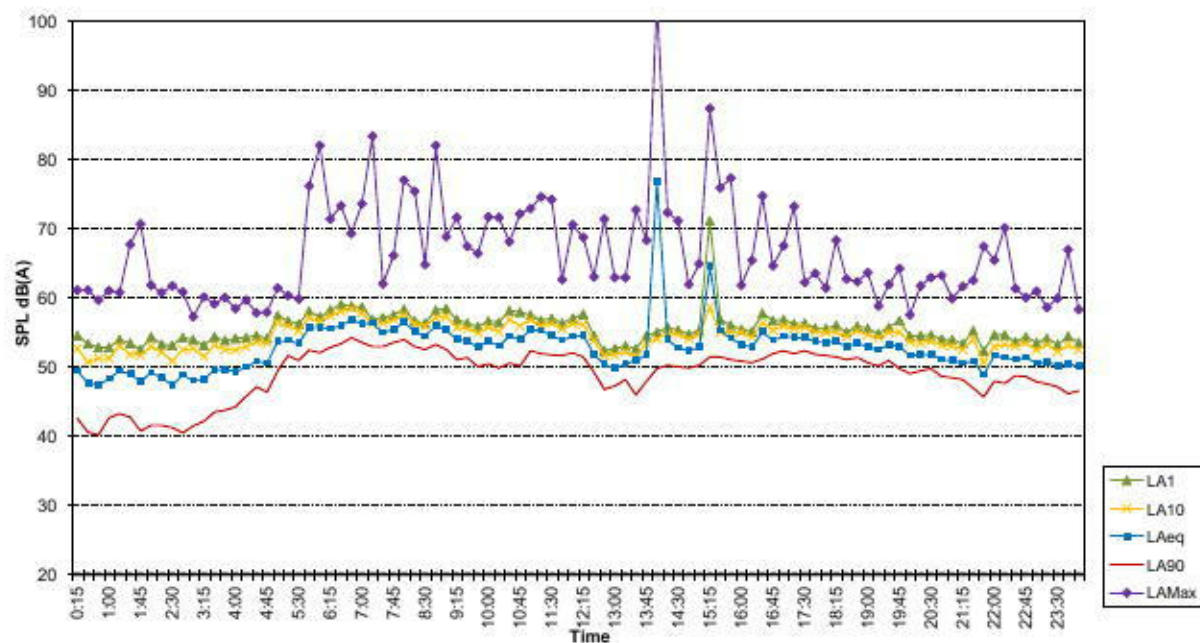


## Appendix B – Baseline Noise Survey Graphs

Location - 78-88 Tench Avenue, Jamisontown  
Measured Noise Levels - Thursday 11/09/2014

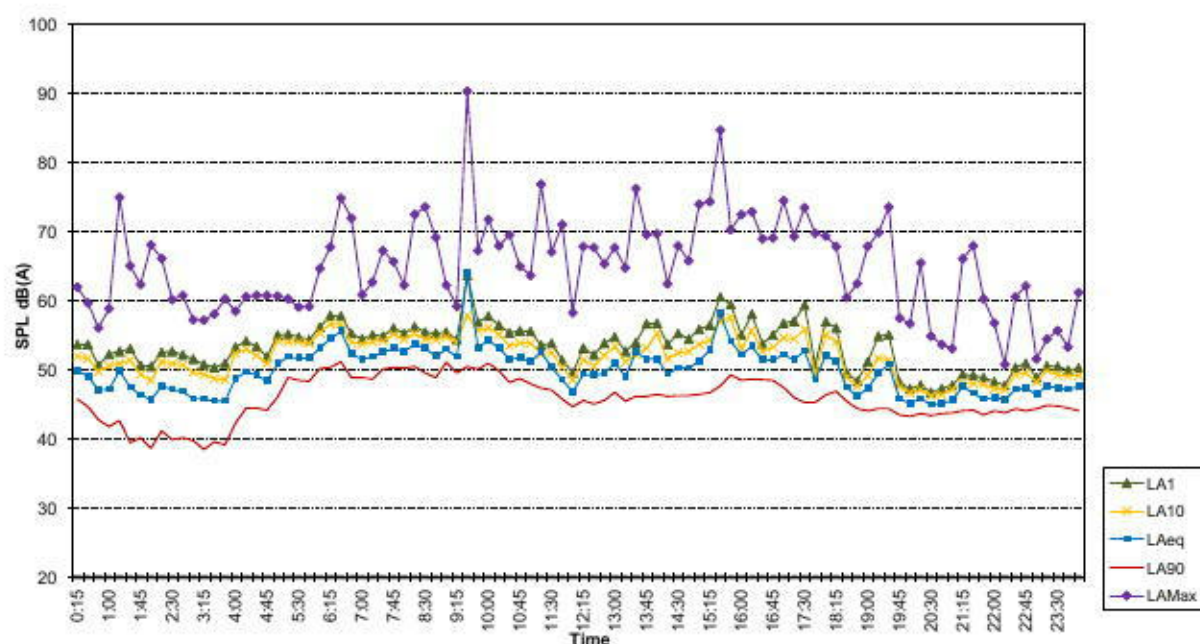


Location - 78-88 Tench Avenue, Jamisontown  
Measured Noise Levels - Friday 12/09/2014

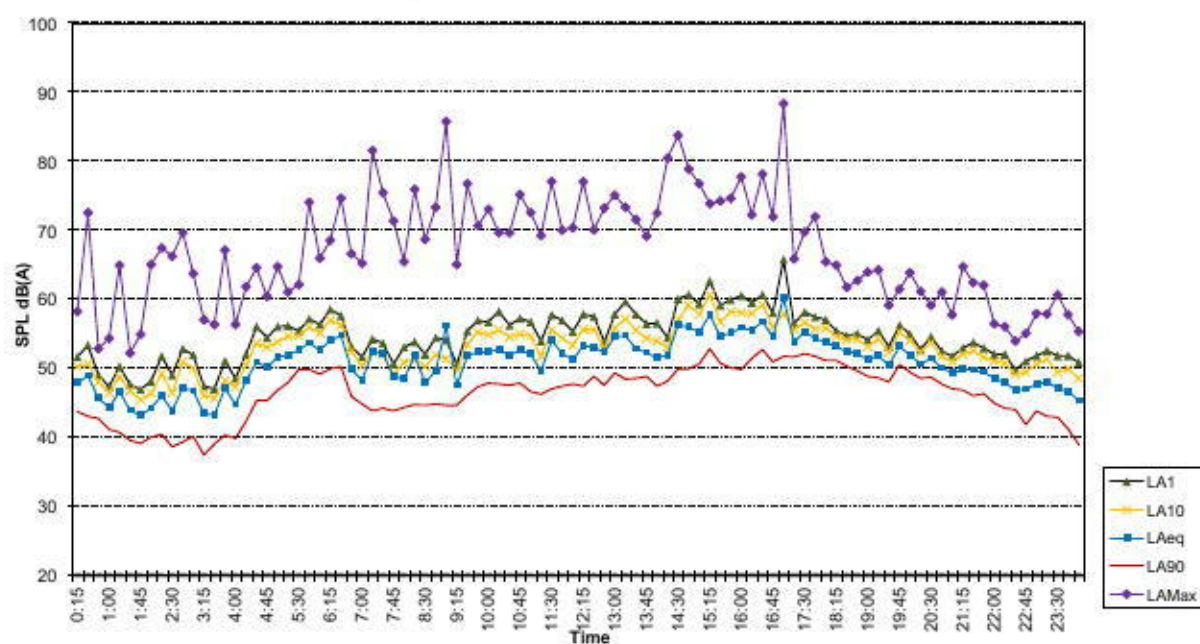




Location - 78-88 Tench Avenue, Jamisontown  
Measured Noise Levels - Saturday 13/09/2014



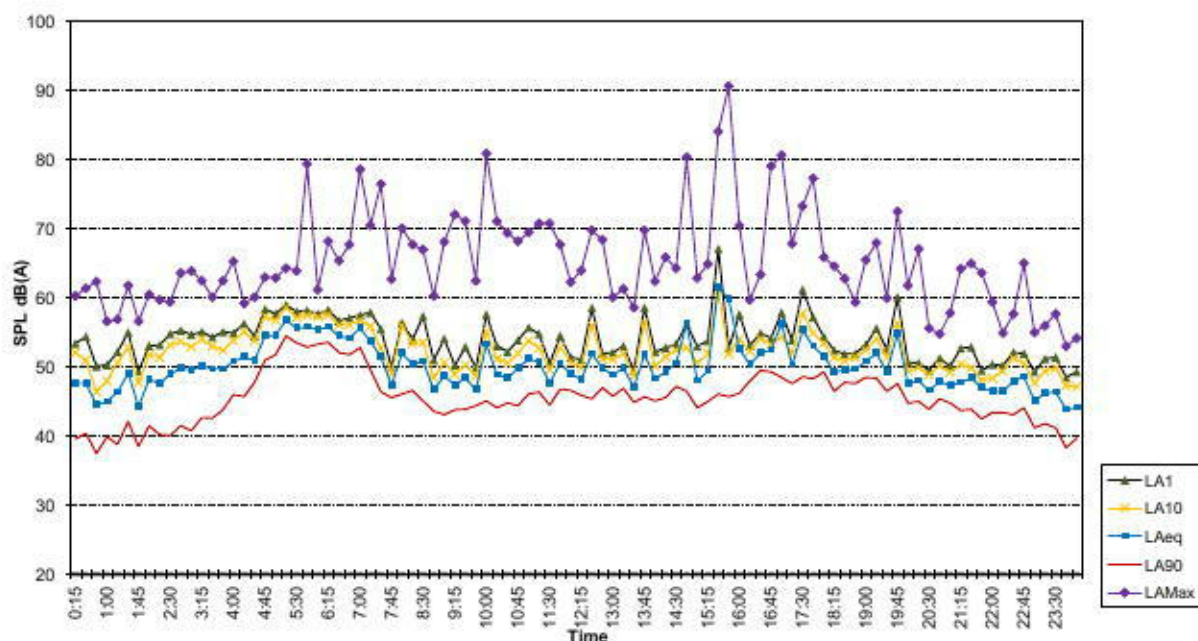
Location - 78-88 Tench Avenue, Jamisontown  
Measured Noise Levels - Sunday 14/09/2014



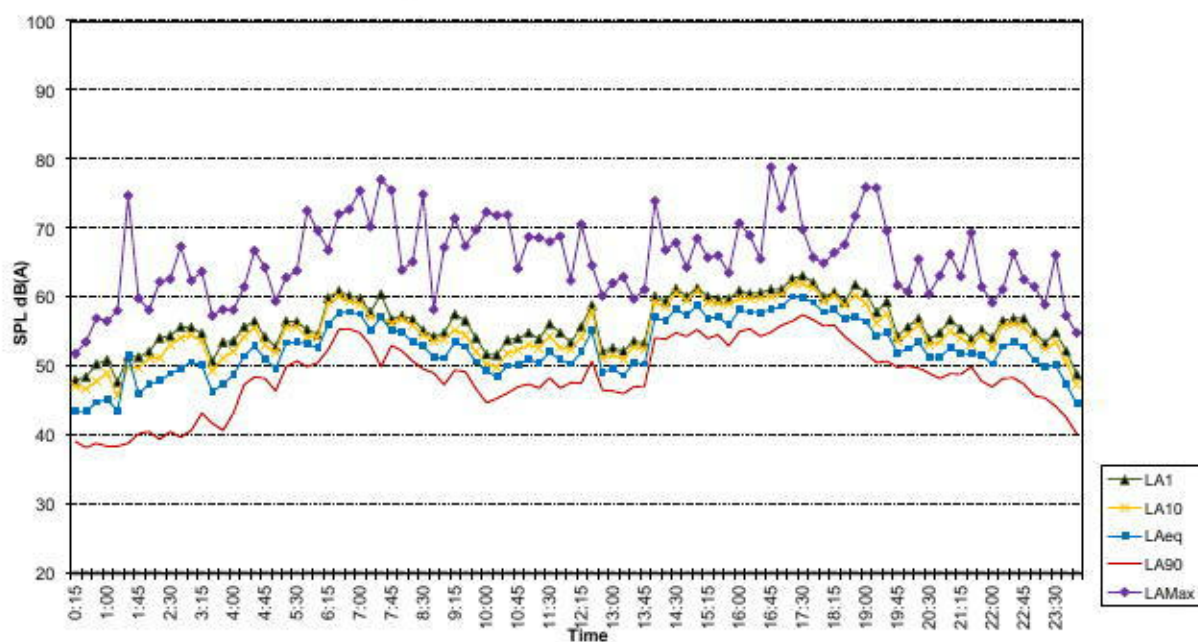




Location - 78-88 Tench Avenue, Jamisontown  
Measured Noise Levels - Monday 15/09/2014

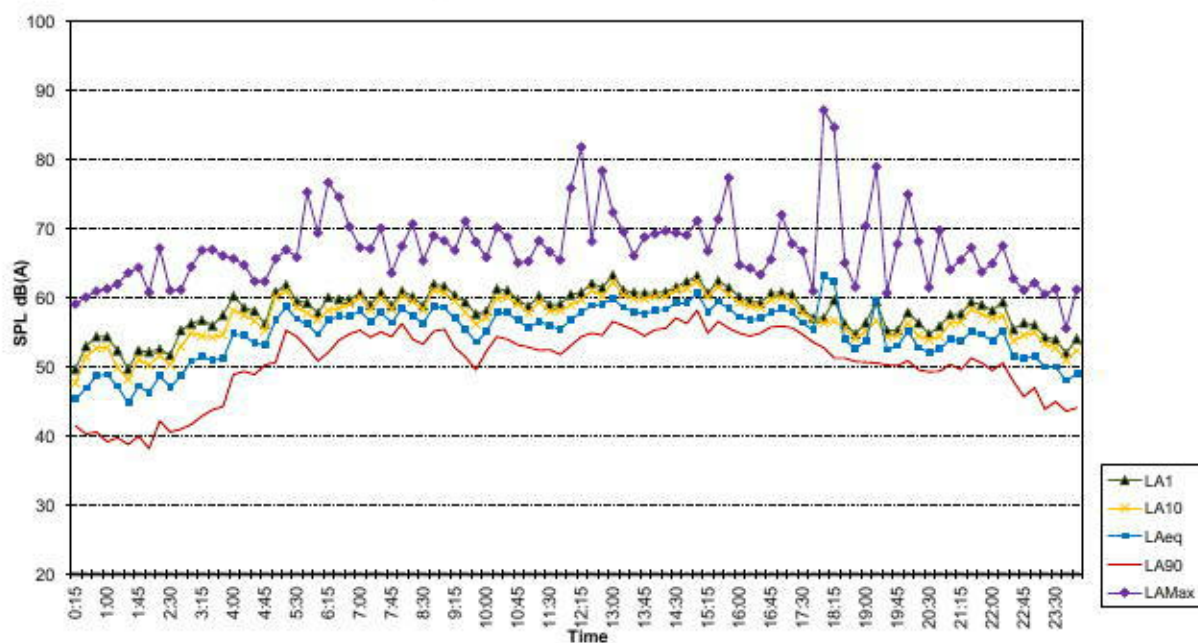


Location - 78-88 Tench Avenue, Jamisontown  
Measured Noise Levels - Tuesday 16/09/2014

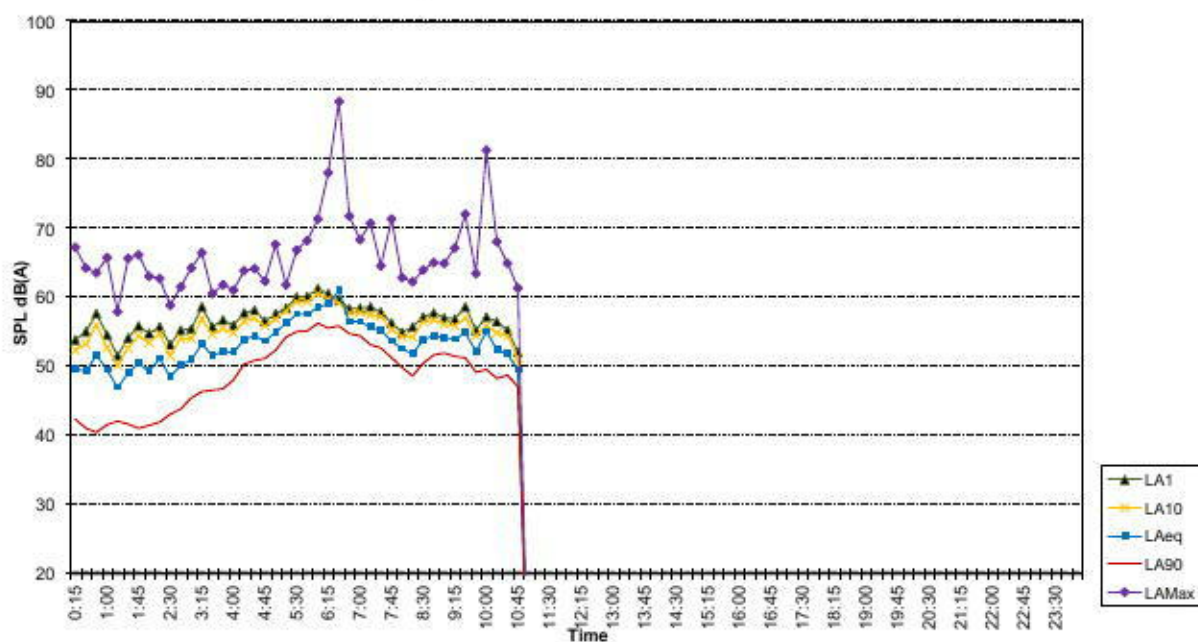




Location - 78-88 Tench Avenue, Jamisontown  
Measured Noise Levels - Wednesday 17/09/2014



Location - 78-88 Tench Avenue, Jamisontown  
Measured Noise Levels - Thursday 18/09/2014







## Appendix C – Calibration Certificate



**Acoustic  
Research  
Labs Pty Ltd**

Level 7 Building 2 423 Pennant Hills Rd  
Pennant Hills NSW AUSTRALIA 2120  
Ph: +61 2 9484 0800 A.B.N. 65 160 399 119  
www.acousticresearch.com.au

### Calibration Certificate

Number : C13302

Client Details : Rodney Stevens Acoustics Pty Ltd

1 Majura Close

St Ives Chase NSW 2075

Equipment Tested/ Model Number : Rion NL-42

Instrument Serial Number : 00133013

Microphone Serial Number : 144601

Preamplifier Serial Number : 230601

Ambient Temperature : 24°C

Relative Humidity : 45%

Barometric Pressure : 101.8 kPa

Calibration Technician : Adrian Walker

Calibration Date : 07-June-2013

Secondary Check by : Luke Hudson

Report Issue Date : 11-June-2013

Approved Signatory :

Tested To : AS12 59.1:1990

AS12 59.2:1990

Comments : All tests passed for type 2

Clause and Characteristic Tested	Result	Clause and Characteristic Tested	Result
10.2.2: Absolute sensitivity	Pass	10.4.3: Time weighting characteristic II	Pass
10.2.3: Frequency weighting	Pass	10.4.5: R.M.S performance	Pass
10.3.2: Overload indications	Pass	9.3.2: Time averaging	Pass
8.9: Detector-indicator linearity	Pass	9.3.5: Overload indication	Pass
8.10: Differential level linearity	Pass		
10.3.4: Inherent weighted system noise level	Pass		
10.4.2: Time weighting characteristics F and S	Pass		



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## Appendix E

### Access Report



**ACCESS REPORT  
RESTAURANT PRECINCT  
78-88 TENCH AVENUE  
JAMISONTOWN NSW 2750**



Prepared by

**iAccess Consultants**

A division of Seidman & Associates Pty Ltd

ABN 37 002 648 615

Revision [A]

**12 March 2015**

Project: ACCESS REPORT  
RESTAURANT PRECINCT  
78-88 TENCH AVENUE  
JAMISONTOWN NSW 2750

Document Type: Access Report

Report Number: IAC-228

The following report register documents the development and issue of this and each subsequent report(s) undertaken by iAccess Consultants.

The technical and intellectual content contained herein remain the property of iAccess Consultants and have been prepared and may only be used for the development / buildings being the subject of this report.

Revision History:

Our Reference	Rev	Remarks	Issue Date
IAC-228	-	Report prepared and issued to client	18 August 2014
IAC-228	A	New scheme assessed, report prepared and issued to client	12 March 2015



**Richard Seidman**

M.PropDev, BArch (Hons),

ARB Reg No 4700,

ACAA (Associate No 330)

Livable Housing Registered Assessor 10041



iAccess Consultants is a division of Seidman & Associates Pty Ltd ABN 37 002 648 615

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## Executive Summary

This access report has been prepared to accompany the Development Application for the retail development proposed to be constructed at 78-88 Tench Avenue Jamisontown NSW 2750. The proposed development comprises:

- Nine (9) new restaurant tenancies in addition to the existing Coffee Club tenancy
- Terraced outdoor seating areas
- Carparking for 168 vehicles (including 4 accessible parking spaces)
- Loading Dock facilities
- Open parkland and play areas incorporating picnic shelters and bench seating

The proposed development proposes a new restaurant precinct incorporating the existing Coffee Club building presently located on the site.

Carparking for this development has been provided as on-grade car parking. The plan indicates four (4) accessible parking spaces being provided for this development.

For the purposes of this access report the designated back of house and kitchen areas have been designated as not being accessible in accordance with the concessions available as nominated at Clause D3.4 of the BCA. It is considered that the activity undertaken in these areas is likely to pose a safety risk to persons with a disability and therefore these areas are considered not to be accessible to people with disabilities.

Tenancy T9 is a small tenancy located at first floor level. The floor area of the tenancy is less than 200sqm therefore in accordance with the provisions of Clause D3.3(f)(ii) of the BCA accessible access is not required to be provided to this first floor tenancy.

The non-slip properties of the external pavement finishes will need to comply with the provisions of HB197 and BCA Table D2.14. Details of compliance will need to be demonstrated as part of the Construction Certificate documentation.

## Alternative Design Solution

This revised design proposal indicates a stepped piazza section between the existing Coffee Club Tenancy and Tenancies 2-4. The use of this stepped area is for outdoor seating. The design as proposed indicates continuous steps for the length of the Piazza.

The provisions of AS1428.1:2009 require the installation of TGSIs along the edge of the steps to warn individuals with accessible needs of the potential of a hazard.

Given the design of the space the available pavement would be covered in TGSIs which defeats the purpose of the provision of the TGSIs.

It will be essential that an Alternative Design Solution be prepared as part of the Construction Certificate documentation to address the deletion of the TGSIs to the steps in the Piazza zone of this development.

The provision of compliant nosing details to the steps in the Piazza zone will remain a requirement to be satisfied.

## Declaration

This report confirms that the provisions for compliance with the accessible requirements nominated in the Disability (Access to Premises – Building) Standard 2010 have been incorporated into the design proposed. The detail of the requirements of the Standard will need to be demonstrated in the detailed design associated with the Construction Documentation process and with the Development Applications developed for the incoming tenants.

## Disability Discrimination Act 1992

Section 23 of the Disability Discrimination Act 1992 states:

*It is unlawful for a person to discriminate against another person on the ground of the other person's disability:*

- a) by refusing to allow the other person access to, or the use of, any premises that the public or a section of the public is entitled or allowed to enter or use (whether for payment or not); or*
- b) in the terms or conditions on which the first-mentioned person is prepared to allow the other person access to, or the use of, any such premises; or*
- c) in relation to the provision of means of access to such premises; or*
- d) by refusing to allow the other person the use of any facilities in such premises that the public or a section of the public is entitled or allowed to use (whether for payment or not); or*
- e) in the terms or conditions on which the first-mentioned person is prepared to allow the other person the use of any such facilities; or*
- f) by requiring the other person to leave such premises or cease to use such facilities.*

The Disability Discrimination Act 1992 is complaints based legislation and the Commissioner once having heard and assessed the level of discrimination may issue orders to rectify.

### **Legislative framework**

The legislation addressing accessibility is documented in the following Act, Code and Standards:

- Disability Discrimination Act 1992
- Disability (Access to Premises - Buildings) Standards 2010 (DDA 1992)
- National Construction Code (BCA 2015)
- AS1428.1:2009      Design for access and mobility - General requirements for access - New building work
- AS1428.2:1992      Design for access and mobility - Enhanced and additional requirements - Buildings and facilities
- AS1428.4.1:2009      Design for access and mobility - Means to assist the orientation of people with vision impairment - Tactile ground surface indicators
- AS2890.6:2009      Parking facilities - Off-street parking for people with disabilities

### **Access Report**

The access Report following has adopted the headings of the Disability (Access to Premises) Standard 2010. The Standard provides a framework for analysis and when coupled with the technical provisions of the Building Code of Australia, the AS1428 and AS2890.6 Australian Standards provide certainty and direction to address accessibility compliance.

### **Architectural Documentation**

The following documents prepared by Morson Architects form the basis of this access report:

<b>Drawing No</b>	<b>Revision</b>	<b>Title</b>
DA01	7P	Site Context and Analysis Plans
DA10	10P	Proposed Ground Floor Plan
DA11	4P	Proposed Roof and Upper level Floor Plan
DA20	4P	Elevations and Sections
DA25	1P	3D views
LPDA 15-159/1	A	Landscape Plan

### **Australian Standards**

The National Construction Code 2015 incorporates the Building Code of Australia. AS1428.1 has been referenced within the Building Code as a Standard requiring compliance.



AS1428.2:1992 *Design for Access and Mobility – Enhanced and additional Requirements – Buildings and Facilities* is not referenced by the Building Code. The Standard does however describe many enhanced accessible features which should be considered and incorporated where possible when planning new facilities.

Specifically consideration should be given to the following sections of AS1428.2:1992:

- **Clause 16 Symbols.** Specific attention to be given to Clause 16.3 - Size of International symbols for access and deafness
- **Clause 17 Signs** Specific attention to be given to Clause 17.2 – height of letters on signs
- **Clause 19 Lighting**
- **Clause 22 Reach Ranges**
- **Clause 24 Furniture and fitments** This clause is of specific importance as the spacing of tables and the circulation between tables is nominated. In addition this clause describes the counter height design criteria to be considered when detailing the fixtures for the individual tenancy fitouts.
- **Clause 27 Street Furniture** Specific attention is directed to the placement of seating in the public domain and the requirements for drinking fountains (clause 27.3)
- **Clause 29 Vending machines** The designation of vending machine locations is yet to be determined.

## Access Report

PART / CLAUSE	DISABILITY (ACCESS TO PREMISES) STANDARD 2010 CRITERIA TO BE SATISFIED	COMPLIANCE / ACTION / COMMENT
A4.1	<p><b>Classifications</b></p> <p><b>Class 6</b> — a shop or other building for the sale of goods by retail or the supply of services direct to the public, including:</p> <ul style="list-style-type: none"> <li>(a) an eating room, cafe, restaurant, milk or soft-drink bar; or</li> <li>(b) a dining room, bar area that is not an assembly building, shop or kiosk part of a hotel or motel; or</li> <li>(c) a hairdresser's or barber's shop, public laundry, or undertaker's establishment; or</li> <li>(d) Market or sale room, showroom, or service station.</li> </ul>	Note
DP1	<p><b>Performance requirement</b></p> <p>Access must be provided, to the degree necessary, to enable:</p> <ul style="list-style-type: none"> <li>a) people to: <ul style="list-style-type: none"> <li>i. approach the building from the road boundary and from any <i>accessible</i> carparking spaces associated with the building; and</li> </ul> </li> </ul>	Satisfied
	<ul style="list-style-type: none"> <li>ii. approach the building from any accessible associated building; and</li> </ul>	Satisfied
	<ul style="list-style-type: none"> <li>iii. access work and public spaces, accommodation and facilities for personal hygiene; and</li> </ul>	Satisfied
	<ul style="list-style-type: none"> <li>b) Identification of accessways at appropriate locations which are easy to find.</li> </ul>	Satisfied



PART / CLAUSE	DISABILITY (ACCESS TO PREMISES) STANDARD 2010 CRITERIA TO BE SATISFIED	COMPLIANCE / ACTION / COMMENT
DP4	<p><b>Performance requirement</b></p> <p><i>Exits</i> must be provided from a building to allow occupants to evacuate safely, with their number, location and dimensions being appropriate to:</p> <ul style="list-style-type: none"> <li>a) the travel distance; and</li> <li>b) the number, mobility and other characteristics of occupants; and</li> <li>c) the function or use of the building; and</li> <li>d) the height of the building; and</li> <li>e) Whether the <i>exit</i> is from above or below ground level.</li> </ul>	Satisfied
DP6	<p><b>Performance requirement</b></p> <p>So that occupants can safely evacuate the building, <i>accessways</i> to <i>exits</i> must have dimensions appropriate to:</p> <ul style="list-style-type: none"> <li>a) the number, mobility and other characteristics of occupants; and</li> <li>b) the function or use of the building.</li> </ul>	<p>Satisfied</p> <p>This criterion will need to be reviewed once the detailed tenancy applications are prepared.</p>
DP8	<p><b>Performance requirement</b></p> <p>Carparking spaces for use by people with a disability must be:</p> <ul style="list-style-type: none"> <li>a) provided, to the degree necessary, to give equitable access for carparking; and</li> <li>b) designated and easy to find.</li> </ul>	Satisfied

PART / CLAUSE	DISABILITY (ACCESS TO PREMISES) STANDARD 2010 CRITERIA TO BE SATISFIED	COMPLIANCE / ACTION / COMMENT
DP9	<p><b>Performance requirement</b></p> <p>An inbuilt communication system for entry, information, entertainment, or for the provision of a service, must be suitable for occupants who are deaf or hearing impaired.</p>	<p>Not applicable to this Development Application.</p> <p>This criterion will need to be addressed as part of the applications for the tenancy fitout.</p>
D3.1	<b>General Building Access Requirements Class 6</b>	
Table D3.1	To and within all areas normally used by the occupants	Satisfied
D3.2	<b>Access to Buildings</b>	
	<p>(1) An <i>accessway</i> must be provided:</p> <p>a) to a building <i>required</i> to be <i>accessible</i>;</p>	Satisfied
	<p>b) from the main points of a pedestrian entry at the allotment boundary; and</p> <p>I. from another <i>accessible</i> building connected by a pedestrian link; and</p> <p>II. from any <i>required accessible</i> carparking space on the allotment.</p>	<p>Satisfied</p> <p>An accessible path of travel connects the footpath on Council's verge to the building located on this site. Accessible paths of travel connect the accessible parking spaces with the various elements of this development proposal.</p> <p>The proposal includes a series of ramps within the seating spine providing accessible access between the various buildings on the site.</p> <p>Level access is provided from the accessible parking spaces located at the rear of the site. It will be essential that an accessible path of travel is provided through the landscaped area connecting the accessible parking spaces located at the front of the site.</p> <p>Suitable wayfinding signage will need to be provided at the entry points to assist individuals with accessible needs locate the accessible parking spaces.</p>



PART / CLAUSE	DISABILITY (ACCESS TO PREMISES) STANDARD 2010 CRITERIA TO BE SATISFIED	COMPLIANCE / ACTION / COMMENT
	<p>(2) In a building required to be accessible, an accessway must be provided through the principal pedestrian entrance, and:</p> <ul style="list-style-type: none"> <li>a. through not less than 50% of all pedestrian entrances including the principal pedestrian entrance; and</li> <li>b. in a building with a total <i>floor area</i> more than 500sqm, a pedestrian entrance which is not <i>accessible</i> must not be located more than 50 m from an <i>accessible</i> pedestrian entrance;</li> </ul> <p>except for pedestrian entrances serving only areas exempted by clause D3.4.</p>	<p>Satisfied</p> <p>The detail of the shopfronts has yet to be provided. This criterion will need to be reviewed as part of the detailed construction certificate documentation.</p>
	<p>(3) Where a pedestrian entrance required to be accessible has multiple doorways:</p> <ul style="list-style-type: none"> <li>a. if the pedestrian entrance consists of not more than 3 doorways — not less than one of those doorways must be accessible; and</li> <li>b. if the pedestrian entrance consists of more than 3 doorways — not less than 50% of those doorways must be accessible.</li> </ul>	<p>Satisfied</p> <p>The detail of the shopfronts has yet to be provided. This criterion will need to be reviewed as part of the detailed construction certificate documentation.</p>

PART / CLAUSE	DISABILITY (ACCESS TO PREMISES) STANDARD 2010 CRITERIA TO BE SATISFIED	COMPLIANCE / ACTION / COMMENT
	<p>(4) For the purposes of subclause (3):</p> <ul style="list-style-type: none"> <li>a. an accessible pedestrian entrance with multiple doorways is considered to be one pedestrian entrance where: <ul style="list-style-type: none"> <li>(i) all doorways serve the same part or parts of the building; and</li> <li>(ii) the distance between each doorway is not more than the width of the widest doorway at that pedestrian entrance (see Figure D3.2); and</li> </ul> </li> <li>(b) a doorway is considered to be the clear, unobstructed opening created by the opening of one or more door leaves.</li> </ul>	Satisfied
	<p>(5) Where a doorway on an accessway has multiple leaves, (except an automatic opening door) one of those leaves must have a clear opening width of not less than 850 mm in accordance with AS 1428.1.</p>	<p>Satisfied</p> <p>The detail of the shopfronts has yet to be provided. This criterion will need to be reviewed as part of the detailed construction certificate documentation.</p>
AS1428.1 Clause 13.1	<p>All doorways shall have a minimum luminance contrast of 30% provided between—</p> <ul style="list-style-type: none"> <li>(a) door leaf and door jamb;</li> <li>(b) door leaf and adjacent wall;</li> <li>(c) architrave and wall;</li> <li>(d) door leaf and architrave; or</li> <li>(e) door jamb and adjacent wall.</li> </ul> <p>The minimum width of the area of luminance contrast shall be 50 mm.</p>	Compliance with this requirement will need to be demonstrated as part of the construction certificate documentation



PART / CLAUSE	DISABILITY (ACCESS TO PREMISES) STANDARD 2010 CRITERIA TO BE SATISFIED	COMPLIANCE / ACTION / COMMENT
AS1428.1 Clause 13.2	The minimum clear opening of a doorway on a continuous accessible path of travel shall be 850 mm when measured from the face of the opened door to the doorstep, as shown in Figure 30. Where double doors are used, the 850 mm minimum clear opening shall apply to the active leaf.	Compliance with this requirement will need to be demonstrated as part of the construction certificate documentation
AS1428.1 Clause 13.5	This clause of AS1428.1 designates the performance criteria for door hardware. Specific attention is directed to the following criteria:	Compliance with this requirement will need to be demonstrated as part of the construction certificate documentation
	(b) The clearance between the handle and the back plate or door face at the centre grip section of the handle shall be not less than 35 mm and not more than 45 mm.	Compliance with this requirement will need to be demonstrated as part of the construction certificate documentation
	(d) Where snibs are installed, they shall have a lever handle of a minimum length of 45 mm from the centre of the spindle.	Compliance with this requirement will need to be demonstrated as part of the construction certificate documentation
	(e) For doors other than fire doors and smoke doors where a door closer is fitted, the force required at the door handle to operate the door shall not exceed the following:  (i) To initially open the door 20 N (ii) To swing or slide the door 20 N (iii) To hold the door open between 60° and 90 20 N	Compliance with this requirement will need to be demonstrated as part of the construction certificate documentation. Specific attention is directed to the force required to operate the door to the USAT located between Tenancies 4 and 6.
	(f) Where an outward opening door is not self-closing, a horizontal handrail or pull bar shall be fixed on the closing face of a side-hung door	Compliance with this requirement will need to be demonstrated as part of the construction certificate documentation

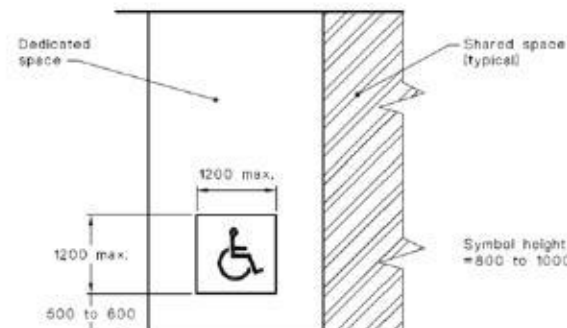
PART / CLAUSE	DISABILITY (ACCESS TO PREMISES) STANDARD 2010 CRITERIA TO BE SATISFIED	COMPLIANCE / ACTION / COMMENT
D3.3	Parts of buildings to be accessible	
	In a building <i>required</i> to be <i>accessible</i> : a) every ramp and stairway, except for ramps and stairways in areas exempted by clause D3.4, must comply with:	
	i. for a ramp, except a fire-isolated ramp, clause 10 of AS 1428.1; and	<p>Satisfied.</p> <p>The proposal includes for four (4) ramps located in the outdoor seating area spine. Three (3) of these ramps are designed with a gradient of 1:14 and the remaining walkway has a gradient of 1:20.</p> <p>The detailing of the 1:14 ramps will need to incorporate handrails, kerbs and TGSIs at the top and bottom of each ramp section all in accordance with the provisions of Clause 10.3 of AS1428.1:2009. The detailing of the handrails associated with the ramp network will need to comply with the detail of Clause 12 of AS1428.1:2009.</p> <p>The detailing of the 1:20 walkway will need to address requirements of Clause 10.2 of AS1428.1:2009. Specific attention is directed to Clause 10.2(a) of AS1428.1:2009 which addresses the detailing of the edge condition of walways.</p>



PART / CLAUSE	DISABILITY (ACCESS TO PREMISES) STANDARD 2010 CRITERIA TO BE SATISFIED	COMPLIANCE / ACTION / COMMENT
	<p>ii. for a stairway, except a fire-isolated stairway, clause 11 of AS 1428.1;</p> <p>The following is an extract from AS1428.1 addressing this item</p> <p>(f) At the nosing, each tread shall have a strip not less than 50 mm and not more than 75 mm deep across the full width of the path of travel. The strip may be set back a maximum of 15 mm from the front of the nosing. The strip shall have a minimum luminance contrast of 30% to the background. Where the luminous contrasting strip is affixed to the surface of the tread, any change in level shall comply with Clause 7.2 and Clause 7.3.</p> <p>(g) Where the luminance contrasting strip is not set back from the front of the nosing then any area of luminance contrast shall not extend down the riser more than 10 mm.</p> <p>(h) TGSIs shall be installed in accordance with AS 1428.4.1.</p>	<p>This clause applies to the stair entry to Tenancy T9 located at the 1<sup>st</sup> floor level.</p> <p>Compliance with this requirement will need to be demonstrated as part of the construction certificate documentation</p>
	<p>iii. for a fire-isolated stairway, clause 11.1(f) and (g) of AS 1428.1;</p> <p>The following is an extract from AS1428.1 addressing this item:</p> <p>(f) At the nosing, each tread shall have a strip not less than 50 mm and not more than 75 mm deep across the full width of the path of travel. The strip may be set back a maximum of 15 mm from the front of the nosing. The strip shall have a minimum luminance contrast of 30% to the background. Where the luminous contrasting strip is affixed to the surface of the tread, any change in level shall comply with Clause 7.2 and Clause 7.3.</p> <p>(g) Where the luminance contrasting strip is not set back from the front of the nosing then any area of luminance contrast shall not extend down the riser more than 10 mm.</p>	<p>This clause applies to the stair entry to Tenancy T9 located at the 1<sup>st</sup> floor level.</p> <p>Compliance with this requirement will need to be demonstrated as part of the construction certificate documentation</p>
	<p>b) every passenger lift must comply with clause E3.6;</p>	<p>Not Applicable</p>



PART / CLAUSE	DISABILITY (ACCESS TO PREMISES) STANDARD 2010 CRITERIA TO BE SATISFIED	COMPLIANCE / ACTION / COMMENT
	c) <i>accessways</i> must have: <ul style="list-style-type: none"> <li>i. passing spaces complying with AS 1428.1 at maximum 20 m intervals on those parts of an <i>accessway</i> where a direct line of sight is not available; and</li> </ul>	Not Applicable
	<ul style="list-style-type: none"> <li>ii. turning spaces complying with AS 1428.1: <ul style="list-style-type: none"> <li>A. within 2m of the end of <i>accessways</i> where it is not possible to continue travelling along the <i>accessway</i>; and</li> <li>B. at maximum 20 m intervals along the <i>accessway</i>;</li> </ul> </li> </ul>	<p>The plans indicate two (2) dead end service corridors to the back doors of T3 and T8 associated with the loading dock and back of house areas.</p> <p>The approach adopted concerning accessibility in this development designates the back of house and loading dock areas as not being accessible due to the nature of the activities undertaken in these areas potentially posing a safety risk to persons with disabilities.</p> <p>The accessibility provisions are not applied to the back of house or loading dock areas in this development.</p>
	d) an intersection of <i>accessways</i> satisfies the spatial requirements for a passing and turning space;	Not Applicable
	e) a passing space may serve as a turning space;	Not Applicable
	f) a ramp complying with AS 1428.1 or a passenger lift need not be provided to serve a <i>storey</i> or level other than the entrance <i>storey</i> in a Class 5, 6, 7b or 8 building- <ul style="list-style-type: none"> <li>(i) containing not more than 3 <i>storeys</i>; and</li> <li>(ii) with a <i>floor area</i> for each <i>storey</i>, excluding the entrance <i>storey</i>, of not more than 200sqm.</li> </ul>	<p>The tenancy T9 is located at the first floor level and has a floor area of 118.9sqm. The ground floor component of this tenancy is restricted to the circulation stair zone only.</p> <p>Accessible access is not required to be provided to Tenancy T9 as the floor level at both levels is less than 200sqm.</p>
<b>D3.4</b>	<b>Exemptions</b>	The loading dock area and back of house areas have been designated as not required to be accessible due to the use of the area being not suitable for people with a disability.





PART / CLAUSE	DISABILITY (ACCESS TO PREMISES) STANDARD 2010 CRITERIA TO BE SATISFIED	COMPLIANCE / ACTION / COMMENT				
D3.5	Carparking					
AS1680.2. 1	<b>Lighting</b>  Lighting levels within the carpark compliant to Appendix D TABLE D1 of AS1680.2.1:2008 Interior and workplace lighting - Specific applications - Circulation spaces and other general areas	Compliance with this requirement will need to be demonstrated as part of the construction certificate documentation  The lx levels to be achieved are <table><tr><td>Location</td><td>Lx Level</td></tr><tr><td>Accessible parking spaces</td><td>40</td></tr></table>	Location	Lx Level	Accessible parking spaces	40
Location	Lx Level					
Accessible parking spaces	40					
AS2890.6	<b>Space identification and delineation</b>  Each dedicated space shall be identified by means of a white symbol of access in accordance with AS 1428.1 between 800 mm and 1000 mm high placed on a blue rectangle with no side more than 1200 mm, placed as a pavement marking in the centre of the space between 500 mm and 600 mm from its entry point	  Compliance with this requirement will need to be demonstrated as part of the construction certificate documentation				

PART / CLAUSE	DISABILITY (ACCESS TO PREMISES) STANDARD 2010 CRITERIA TO BE SATISFIED	COMPLIANCE / ACTION / COMMENT
<b>AS2890.6</b>	<p>Pavement markings specified in Items (a) and (b) of this Clause shall be yellow and shall have a slip resistant surface. Raised pavement markers shall not be used for space delineation.</p> <p>Pavement markings shall be provided as follows:</p> <ul style="list-style-type: none"> <li>a) Dedicated parking spaces shall be outlined with unbroken lines 80 to 100 mm wide on all sides excepting any side delineated by a kerb, barrier or wall.</li> <li>b) Shared areas shall be marked as follows: <ul style="list-style-type: none"> <li>(i) Walkways within or partly within a shared area shall be marked with unbroken longitudinal lines on both sides of the walkway excepting any side delineated by a kerb, barrier or wall.</li> </ul> </li> </ul>	<p>Compliance with this requirement will need to be demonstrated as part of the construction certificate documentation</p>
	<ul style="list-style-type: none"> <li>(ii) Other vacant non-trafficked areas, which may be intentionally or unintentionally obstructed (e.g. by unintended parking), shall be outlined with unbroken lines 80 to 100 mm wide on all sides excepting any side delineated by a kerb, barrier or wall, and marked with diagonal stripes 150 to 200 mm wide with spaces 200 mm to 300 mm between stripes. The stripes shall be at an angle of 45 ±10 degrees to the side of the space.</li> </ul>	<p>Compliance with this requirement will need to be demonstrated as part of the construction certificate documentation</p>
<b>Table D3.5</b>	<p><b>Class 6 Retail</b></p> <p>(a) Up to 1000 carparking spaces; 1 space for every 50 carparking spaces or part thereof.</p>	<p>A total of 168 parking spaces inclusive of four (4) accessible parking spaces have been provided for this development. Table D3.5 of the BCA stipulates the number of accessible parking spaces to be provided. The provision of 168 parking spaces for the site requires the designation of 4 accessible parking spaces to be provided.</p> <p>Four (4) accessible parking spaces together with the requires circulation shared zones have been designated for the retail function as noted on drawing DA10[9P].</p>



PART / CLAUSE	DISABILITY (ACCESS TO PREMISES) STANDARD 2010 CRITERIA TO BE SATISFIED	COMPLIANCE / ACTION / COMMENT
<b>D3.6</b>	<b>Signage</b>	
	<p>In a building required to be accessible:</p> <p>a) braille and tactile signage complying with Part D4 and incorporating the international symbol of access or deafness, as appropriate, in accordance with AS 1428.1 must identify each:</p> <p>(i) sanitary facility,</p> <p>(ii) space with a hearing augmentation system; and</p> <p>(iii) identify each door required by E4.5 to be provided with an exit sign and state—</p> <p>(A) "Exit";</p> <p>(B) and "Level" followed by the floor level number; and</p>	<p>Compliance with this requirement will need to be demonstrated as part of the construction certificate documentation</p> 
	<p>b) signage including the international symbol for deafness in accordance with AS 1428.1 must be provided within a room containing a hearing augmentation system identifying:</p> <p>(i) the type of hearing augmentation; and</p> <p>(ii) the area covered within the room; and</p> <p>(iii) if receivers are being used and where the receivers can be obtained; and</p>	<p>The need for this type of signage will be determined by the tenancy fitouts of each tenancy</p> <p>Compliance with this requirement will need to be demonstrated as part of the construction certificate documentation</p> 

PART / CLAUSE	DISABILITY (ACCESS TO PREMISES) STANDARD 2010 CRITERIA TO BE SATISFIED	COMPLIANCE / ACTION / COMMENT
	c) signage in accordance with AS 1428.1 must be provided for accessible unisex sanitary facilities to identify if the facility is suitable for left or right handed use; and	<p>A single accessible WC has been located between Tenancies T4 and T6. The mounting position for this type of signage will need to be on the wall adjacent to the latch side of the door.</p> <p>Compliance with this requirement will need to be demonstrated as part of the construction certificate documentation</p> <div data-bbox="1205 448 1637 719">  </div>
	d) signage to identify an ambulant accessible sanitary facility in accordance with AS 1428.1 must be located on the door of the facility; and	<p>If ambulant facilities are provided compliance with this requirement will need to be demonstrated as part of the construction certificate documentation</p> <div data-bbox="1205 863 2049 1142">  </div>
	e) where a pedestrian entrance is not accessible, directional signage incorporating the international symbol of access, in accordance with AS 1428.1 must be provided to direct a person to the location of the nearest accessible pedestrian entrance; and	<p>Compliance with this requirement will need to be demonstrated as part of the construction certificate documentation</p>



PART / CLAUSE	DISABILITY (ACCESS TO PREMISES) STANDARD 2010 CRITERIA TO BE SATISFIED	COMPLIANCE / ACTION / COMMENT
	f) where a bank of sanitary facilities is not provided with an accessible unisex sanitary facility, directional signage incorporating the international symbol of access in accordance with AS 1428.1 must be placed at the location of the sanitary facilities that are not accessible, to direct a person to the location of the nearest accessible unisex sanitary facility.	Compliance with this requirement will need to be demonstrated as part of the construction certificate documentation
<b>D3.7</b>	<b>Hearing Augmentation</b>	
	<p>1. A hearing augmentation system must be provided where an inbuilt amplification system, other than one used only for emergency warning, is installed:</p> <ul style="list-style-type: none"> <li>a) in a room in a Class 9b building; or</li> <li>b) in an auditorium, conference room, meeting room, room for judicatory purposes, or a room in a Class 9b building; or</li> <li>c) at any ticket office, teller's booth, reception area or the like, where the public is screened from the service provider.</li> </ul>	Not Applicable
<b>D3.8</b>	<b>Tactile Indicators</b>	Please refer to the attached site plan which has been marked up nominating the TGSI locations across the site.
	(1) For a building <i>required</i> to be <i>accessible</i> , tactile ground surface indicators must be provided to warn people who are blind or have a vision impairment that they are approaching:	Compliance with this requirement will need to be demonstrated as part of the construction certificate documentation
	a) a stairway, other than a fire-isolated stairway;	
	b) an escalator;	Not Applicable
	c) a passenger conveyor or moving walk;	Not Applicable

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	d) a ramp other than a fire-isolated ramp, a step ramp, a kerb ramp or a swimming pool ramp; and	Not Applicable
	e) in the absence of a suitable barrier: (i) an overhead obstruction less than 2 m above floor level, other than a doorway; and	If required compliance with this requirement will need to be demonstrated as part of the construction certificate documentation
	(ii) an <i>accessway</i> meeting a vehicular way adjacent to any pedestrian entrance to a building, excluding a pedestrian entrance serving an area referred to in clause D3.4, if there is no kerb or kerb ramp at that point;	Compliance with this requirement will need to be demonstrated as part of the construction certificate documentation
	(2) Tactile ground surface indicators <i>required</i> by subclause (1) must comply with sections 1 and 2 of AS/NZS 1428.4.1.	Compliance with this requirement will need to be demonstrated as part of the construction certificate documentation
AS1428.4.1	<p>2.4 STAIRWAYS, RAMPS, ESCALATORS AND MOVING WALKS</p> <p>Where required on a path of travel, warning indicators shall be located at both the top and bottom of stairways, ramps, escalators and moving walks,</p> <p>Where the distance of the landing is 3000 mm or more to the nearest nosing edge, the warning indicators shall be over a distance of 600–800mm</p> <p>Where the distance of the landing is less than 3000 mm to the nearest nosing edge, the warning indicators shall be over a distance of 300–400mm</p> <p>Where handrails are continuous on both sides of the landing and the distance of the landing is less than 3000 mm to the nearest nosing edge, indicators are not required (see Figure 2.2(B)(c))</p>	Compliance with this requirement will need to be demonstrated as part of the construction certificate documentation



PART / CLAUSE	DISABILITY (ACCESS TO PREMISES) STANDARD 2010 CRITERIA TO BE SATISFIED	COMPLIANCE / ACTION / COMMENT
D3.11	Ramps	Not Applicable
D3.12	Glazing on an accessway	
	On an <i>accessway</i> , where there is no chair rail, handrail or transom, all frameless or fully glazed doors, sidelights and any glazing capable of being mistaken for a doorway or opening, must be clearly marked in accordance with AS 1428.1.	Compliance with this requirement will need to be demonstrated as part of the construction certificate documentation  Specific attention is drawn to compliance with Clause 6.6 of AS1428.1:2009 Glazing on walkways. (extract follows)
		<p><b>6.6 Visual indicators on glazing</b></p> <p>Where there is no chair rail, handrail or transom, all frameless or fully glazed doors, sidelights, including any glazing capable of being mistaken for a doorway or opening, shall be clearly marked for their full width with a solid and non-transparent contrasting line. The contrasting line shall be not less than 75 mm wide and shall extend across the full width of the glazing panel. The lower edge of the contrasting line shall be located between 900 mm and 1000 mm above the plane of the finished floor level.</p> <p>Any contrasting line on the glazing shall provide a minimum of 30% luminance contrast when viewed against the floor surface or surfaces within 2 m of the glazing on the opposite side.</p>
<b>Part D4</b>	<b>Braille &amp; Tactile Signs</b>	
D4.2	<p>Location of braille and tactile signs</p> <p>Signs including symbols, numbering and lettering must be designed and installed as follows:</p> <p>a) braille and tactile components of a sign must be located not less than 1200mm and not higher than 1600mm above the floor or ground surface;</p>	Compliance with this Part will need to be demonstrated as part of the construction certificate documentation

PART / CLAUSE	DISABILITY (ACCESS TO PREMISES) STANDARD 2010 CRITERIA TO BE SATISFIED	COMPLIANCE / ACTION / COMMENT
D4.2	b) signs with single lines of characters must have the line of tactile characters not less than 1250mm and not more than 1350mm above the floor or ground surface;	Compliance with this Part will need to be demonstrated as part of the construction certificate documentation
D4.2	c) signs identifying rooms containing features or facilities listed in clause D3.6 must be located:  (i) on the wall on the latch side of the door with the leading edge of the sign located between 50 mm and 300 mm from the architrave; and  (ii) where (i) is not possible, the sign may be placed on the door itself.	Compliance with this Part will need to be demonstrated as part of the construction certificate documentation
D4.3	Braille and tactile sign specification	Compliance with this Part will need to be demonstrated as part of the construction certificate documentation
D4.4	Luminance contrast The following apply to luminance contrast:  a) the background, negative space, fill of a sign or border with a minimum width of 5 mm must have a luminance contrast with the surface on which it is mounted of not less than 30%;  b) tactile characters, icons and symbols must have a minimum luminance contrast of 30% to the surface on which the characters are mounted;  c) luminance contrasts must be met under the lighting conditions in which the sign is to be located.	Compliance with this Part will need to be demonstrated as part of the construction certificate documentation
D4.5	Lighting  Braille and tactile signs must be illuminated to ensure luminance contrast requirements are met at all times during which the sign is required to be read.	Compliance with this Part will need to be demonstrated as part of the construction certificate documentation



PART / CLAUSE	DISABILITY (ACCESS TO PREMISES) STANDARD 2010 CRITERIA TO BE SATISFIED	COMPLIANCE / ACTION / COMMENT
D4.6	<p>Braille</p> <p>The following applies to braille:</p> <ul style="list-style-type: none"> <li>a) braille must be grade 1 braille (uncontracted) in accordance with the criteria set out by the Australian Braille Authority;</li> <li>b) braille must be raised and domed;</li> <li>c) braille must be located 8 mm below the bottom line of text (not including descenders);</li> <li>d) braille must be left justified;</li> <li>e) where an arrow is used in the tactile sign, a solid arrow must be provided for braille readers;</li> <li>f) on signs with multiple lines of text and characters, a semicircular braille locator at the left margin must be horizontally aligned with the first line of braille text.</li> </ul>	<p>Compliance with this Part will need to be demonstrated as part of the construction certificate documentation</p>
<b>Part E3</b>	<b>Lift Installation</b>	Not Applicable
<b>Part F2</b>	<b>Sanitary and other facilities</b>	
FP2.1	<p>Performance Requirement</p> <p>Suitable sanitary facilities for personal hygiene must be provided in a convenient location within or associated with a building, to the degree necessary, appropriate to:</p> <ul style="list-style-type: none"> <li>(a) the function or use of the building; and</li> <li>(b) the number and gender of the occupants; and</li> <li>(c) the disability or other particular needs of the occupants.</li> </ul>	<p>A single USAT has been located at ground level between Tenancies 4 and 6. The detailing of the elements of the USAT will need to comply with the provisions of Clause 15 of AS1428.1.</p> <p>Compliance with this requirement will need to be demonstrated as part of the Development Applications lodged by the incoming tenants</p>

PART / CLAUSE	DISABILITY (ACCESS TO PREMISES) STANDARD 2010 CRITERIA TO BE SATISFIED	COMPLIANCE / ACTION / COMMENT																																																																																																														
F2.2	<p>Calculation of number of occupants and fixtures</p> <p>The number of persons accommodated must be calculated according to clause D1.13 of the BCA if it cannot be more accurately determined by other means.</p>	<p>The table following schedules the number of WC facilities required to be provided to each of the respective tenancies on the site.</p> <p>The plans provided do not indicate where the WC facilities are to be provided within each tenancy. It is assumed that the detail relating to the provision of WC facilities will be addressed by the incoming tenants.</p> <p>The inclusion of a USAT reduces the Male and Female WC count by one (1) for each of the sexes.</p> <table><tr><th></th><th></th><th></th><th></th><th colspan="3">Male</th><th colspan="2">Female</th><th></th></tr><tr><th>Tenancy</th><th>Area</th><th>sqm/person (BCA)</th><th>Design Population</th><th>WC</th><th>Urinal</th><th>Basin</th><th>WC</th><th>Basin</th><th>USAT</th></tr><tr><td>T1</td><td>335.2</td><td>1</td><td>336.0</td><td>1</td><td>4</td><td>2</td><td>4</td><td>3</td><td>1</td></tr><tr><td>T2</td><td>109.8</td><td>1</td><td>110.0</td><td>0</td><td>2</td><td>2</td><td>2</td><td>2</td><td>1</td></tr><tr><td>T3</td><td>121.9</td><td>1</td><td>122.0</td><td>0</td><td>2</td><td>2</td><td>2</td><td>2</td><td>1</td></tr><tr><td>T4</td><td>104.3</td><td>1</td><td>105.0</td><td>0</td><td>2</td><td>2</td><td>2</td><td>2</td><td>1</td></tr><tr><td>T5</td><td>260.3</td><td>1</td><td>261.0</td><td>1</td><td>3</td><td>2</td><td>3</td><td>2</td><td>1</td></tr><tr><td>T6</td><td>218.2</td><td>1</td><td>219.0</td><td>1</td><td>3</td><td>2</td><td>3</td><td>2</td><td>1</td></tr><tr><td>T7</td><td>316.1</td><td>1</td><td>317.0</td><td>1</td><td>4</td><td>2</td><td>4</td><td>3</td><td>1</td></tr><tr><td>T8</td><td>345.0</td><td>1</td><td>345.0</td><td>1</td><td>4</td><td>2</td><td>4</td><td>3</td><td>1</td></tr><tr><td>T9</td><td>119.8</td><td>1</td><td>120.0</td><td>0</td><td>2</td><td>2</td><td>2</td><td>2</td><td>1</td></tr></table> <p>It is not intended that a USAT be provided in each and ever tenancy. The provision of a single USAT for the use of all at a central location satisfies the intent of AS1428.1:2009.</p>					Male			Female			Tenancy	Area	sqm/person (BCA)	Design Population	WC	Urinal	Basin	WC	Basin	USAT	T1	335.2	1	336.0	1	4	2	4	3	1	T2	109.8	1	110.0	0	2	2	2	2	1	T3	121.9	1	122.0	0	2	2	2	2	1	T4	104.3	1	105.0	0	2	2	2	2	1	T5	260.3	1	261.0	1	3	2	3	2	1	T6	218.2	1	219.0	1	3	2	3	2	1	T7	316.1	1	317.0	1	4	2	4	3	1	T8	345.0	1	345.0	1	4	2	4	3	1	T9	119.8	1	120.0	0	2	2	2	2	1
				Male			Female																																																																																																									
Tenancy	Area	sqm/person (BCA)	Design Population	WC	Urinal	Basin	WC	Basin	USAT																																																																																																							
T1	335.2	1	336.0	1	4	2	4	3	1																																																																																																							
T2	109.8	1	110.0	0	2	2	2	2	1																																																																																																							
T3	121.9	1	122.0	0	2	2	2	2	1																																																																																																							
T4	104.3	1	105.0	0	2	2	2	2	1																																																																																																							
T5	260.3	1	261.0	1	3	2	3	2	1																																																																																																							
T6	218.2	1	219.0	1	3	2	3	2	1																																																																																																							
T7	316.1	1	317.0	1	4	2	4	3	1																																																																																																							
T8	345.0	1	345.0	1	4	2	4	3	1																																																																																																							
T9	119.8	1	120.0	0	2	2	2	2	1																																																																																																							
F2.4	<p>Accessible sanitary facilities</p> <p>In a building required to be accessible:</p> <p>a) accessible unisex sanitary compartments must be provided in accessible parts of the building in accordance with Table F2.4 (a); and</p>	<p>A single USAT has been located at ground level between Tenancies 4 and 6. The detailing of the elements of the USAT will need to comply with the provisions of Clause 15 of AS1428.1.</p> <p>Compliance with this requirement will need to be demonstrated as part of the Development Applications lodged by the incoming tenants</p>																																																																																																														



PART / CLAUSE	DISABILITY (ACCESS TO PREMISES) STANDARD 2010 CRITERIA TO BE SATISFIED	COMPLIANCE / ACTION / COMMENT
	b) accessible unisex showers must be provided in accordance with Table F2.4 (b); and	Not Applicable
	c) at each bank of toilets where there is one or more toilets in addition to an accessible unisex sanitary compartment at that bank of toilets, a sanitary compartment suitable for a person with an ambulant disability in accordance with AS 1428.1 must be provided for use by males and females; and	Compliance with this requirement will need to be demonstrated as part of the Development Applications lodged by the incoming tenants
	d) an accessible unisex sanitary compartment must contain a closet pan, washbasin, shelf or bench top and adequate means of disposal of sanitary towels; and	Compliance with this requirement will need to be demonstrated as part of the Development Applications lodged by the incoming tenants
	e) the circulation spaces, fixtures and fittings of all accessible sanitary facilities provided in accordance with Table F2.4 (a) and (b) must comply with the requirements of AS 1428.1; and	Compliance with this requirement will need to be demonstrated as part of the Development Applications lodged by the incoming tenants
	f) an accessible unisex sanitary facility must be located so that it can be entered without crossing an area reserved for one sex only; and	Compliance with this requirement will need to be demonstrated as part of the Development Applications lodged by the incoming tenants
	g) where two or more of each type of accessible unisex sanitary facility are provided, the number of left and right handed mirror image facilities, must be provided as evenly as possible; and	Compliance with this requirement will need to be demonstrated as part of the Development Applications lodged by the incoming tenants
	h) where male sanitary facilities are provided at a separate location to female sanitary facilities, accessible unisex sanitary facilities are only required at one of those locations; and	Compliance with this requirement will need to be demonstrated as part of the Development Applications lodged by the incoming tenants
	i) an accessible unisex sanitary compartment or an accessible unisex shower need not be provided on a storey or level that is not required by D3.3(g) to be provided with a passenger lift or ramp complying with AS 1428.1	Compliance with this requirement will need to be demonstrated as part of the Development Applications lodged by the incoming tenants

PART / CLAUSE	DISABILITY (ACCESS TO PREMISES) STANDARD 2010 CRITERIA TO BE SATISFIED	COMPLIANCE / ACTION / COMMENT
Table F2.4	<p>Class 6 –</p> <p>Where clause F2.3 of the BCA requires closet pans:</p> <ul style="list-style-type: none"> <li>(a) 1 on every storey containing sanitary compartments; and</li> <li>(b) where a storey has more than 1 bank of sanitary compartments containing male and female sanitary compartments at not less than 50% of those banks</li> </ul>	<p>Compliance with this requirement will need to be demonstrated as part of the Development Applications lodged by the incoming tenants</p>



[illegible]

A wide-angle photograph of a school building with a large green lawn in the foreground and a paved path leading towards the entrance. The building is a long, single-story structure with a dark roof and light-colored walls. There are several trees in front of the building, and a few people can be seen walking on the path. The sky is clear and blue.

[illegible]

SRI#	DATE	DISPLACEMENT
19	17/02/2015	FOR REPAIR
29	18/02/2015	FOR TOWING REPAIR
39	19/02/2015	FOR TOWING REPAIR
49	19/02/2015	FOR TOWING REPAIR
59	18/02/2015	FOR REPAIR

Document Set ID: 6542310  
 Version: 1, Version Date: 16/04/2015



**PROJECT**  
PROPOSED RECREATION AND TOURISM PRECINCT

MORSO  
GROUP

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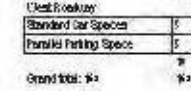
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MOBILE	04/27/2014
HOME	04/27/2014
WORK	04/27/2014
PERSONAL	04/27/2014
OTHER	04/27/2014
STATUS	04/27/2014
REMARKS	04/27/2014

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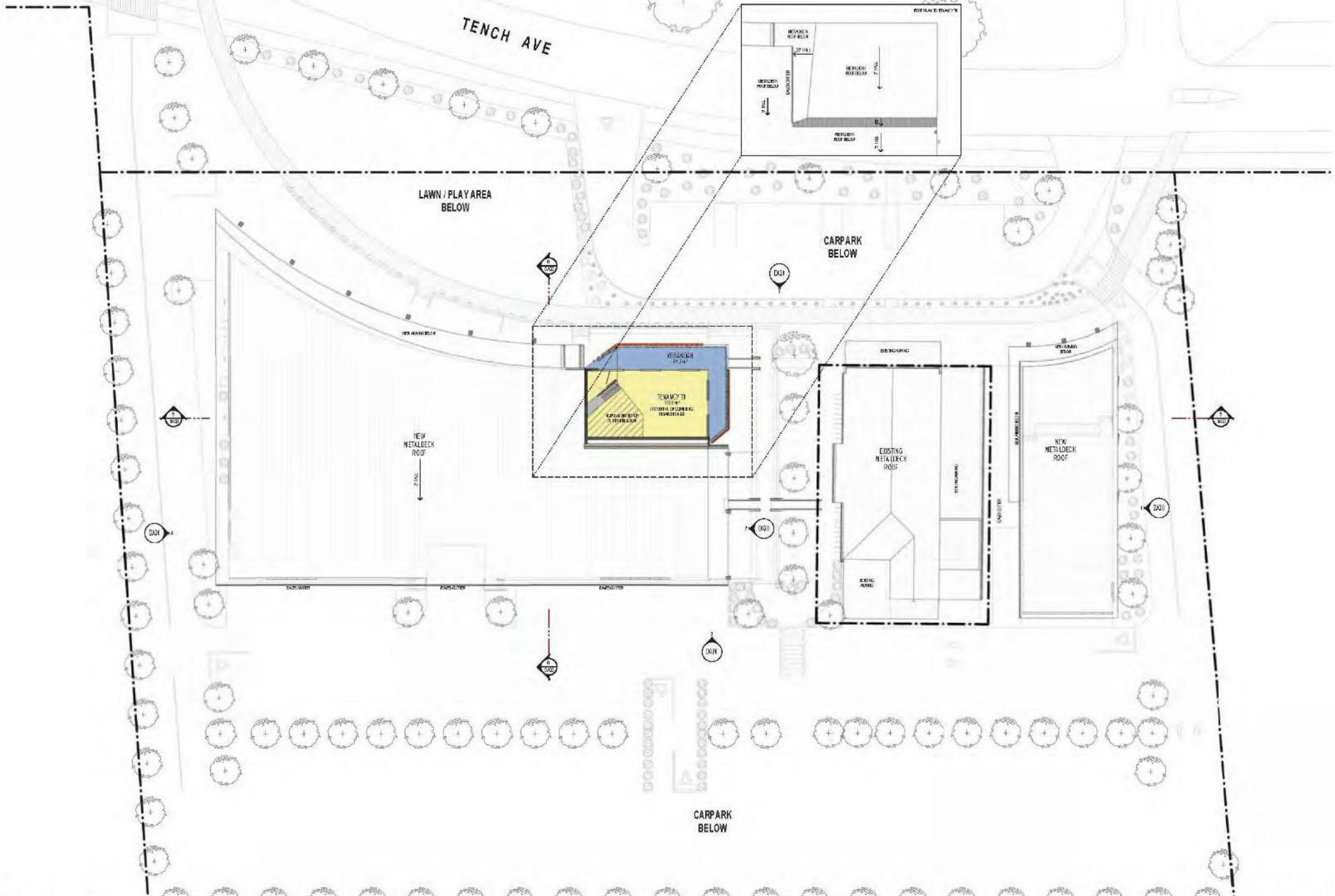
DRAFT SITE CONTEXT + ANALYSIS PLANS

STUDIO MARTIN DA01  
COL. NO. 78

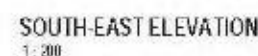
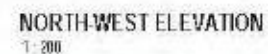
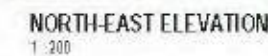
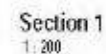












#### EXTERNAL FINISHES LEGEND

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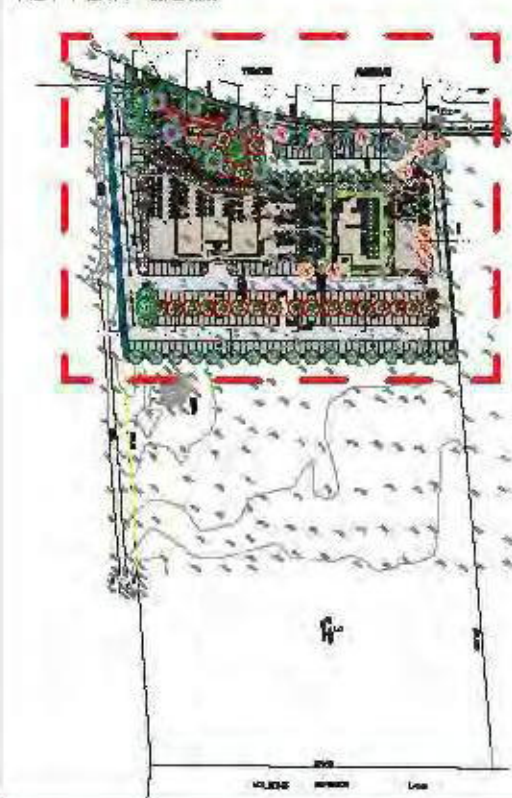




ISSUE	DATE	AMENDMENT
1P	1843-07/04	FOR PENRU



KEY PLAN 26.54.13.66



### LEGEND & SCHEDULE

PLEASE PRINT OR TYPE YOUR NAME AND ADDRESS ON THE BACK OF THIS CARD


### Native Trees

-  **Cupressus wislizenii**  
**Jack pine (W.N.S.)**  
 Pod size: 75 L  
 Mature N x S: 10m x 10m  
 Ely Required: 0a
-  **Juniperus communis**  
**Juniper (W.N.S.)**  
 Pod size: 75 L  
 Mature N x S: 3-10m x 1-3m  
 Ely Required: 0a
-  **Corymbus canadensis**  
**Spotted Elm (W.N.S.)**  
 Pod size: 75 L  
 Mature N x S: 15-20m x 5-10m  
 Ely Required: 0a

### DECISION'S TREAS

-  **Eucalyptus punctata**  
Shrub (Small Tree)  
Pot size: 40 L  
Native N x S: 10m x 40m  
Ely Required: Da
-  **Pinus Chamelensis**  
Deciduous Tree (Small)  
Pot size: 100 L  
Native N x S: 10m x 10m  
Ely Required: Da
-  **Acacia mangium**  
Deciduous Tree  
Pot size: 100 L  
Native N x S: 10m x 10m  
Ely Required: Da

## Points

-  *Archonophycum cunninghamianum*  
Bogabó - Palen (Waini)  
Fl. June - 1 m tall  
Native Ht. 5 - 8-10 m x 3m  
Dry Requirement

### Screening Patients

-  **Basanella pumila** (Wats.)  
Pol. size: 3.0mm  
Medium P x S: 4.5mm x 3.4mm  
Gly. Phacelae: 6m
-  **Spergularia** (Wats.)  
Pol. size: 3.0mm  
Medium P x S: 4.5mm x 2.3mm  
Gly. Phacelae: 6m

## Shuolin / Liobian

- STANDARD REELS**
- Washburne Multicoat**  
Coated Polyester (100 mil)  
Roll size - 200mm  
Available in 5' 2m x 2m  
Qty Required - 02
- Stratigium Clearcoat**  
Coated Polyester (100 mil)  
Roll size - 200mm  
Available in 5' 2m x 1.6m  
Qty Required - 02

### Feature Plans

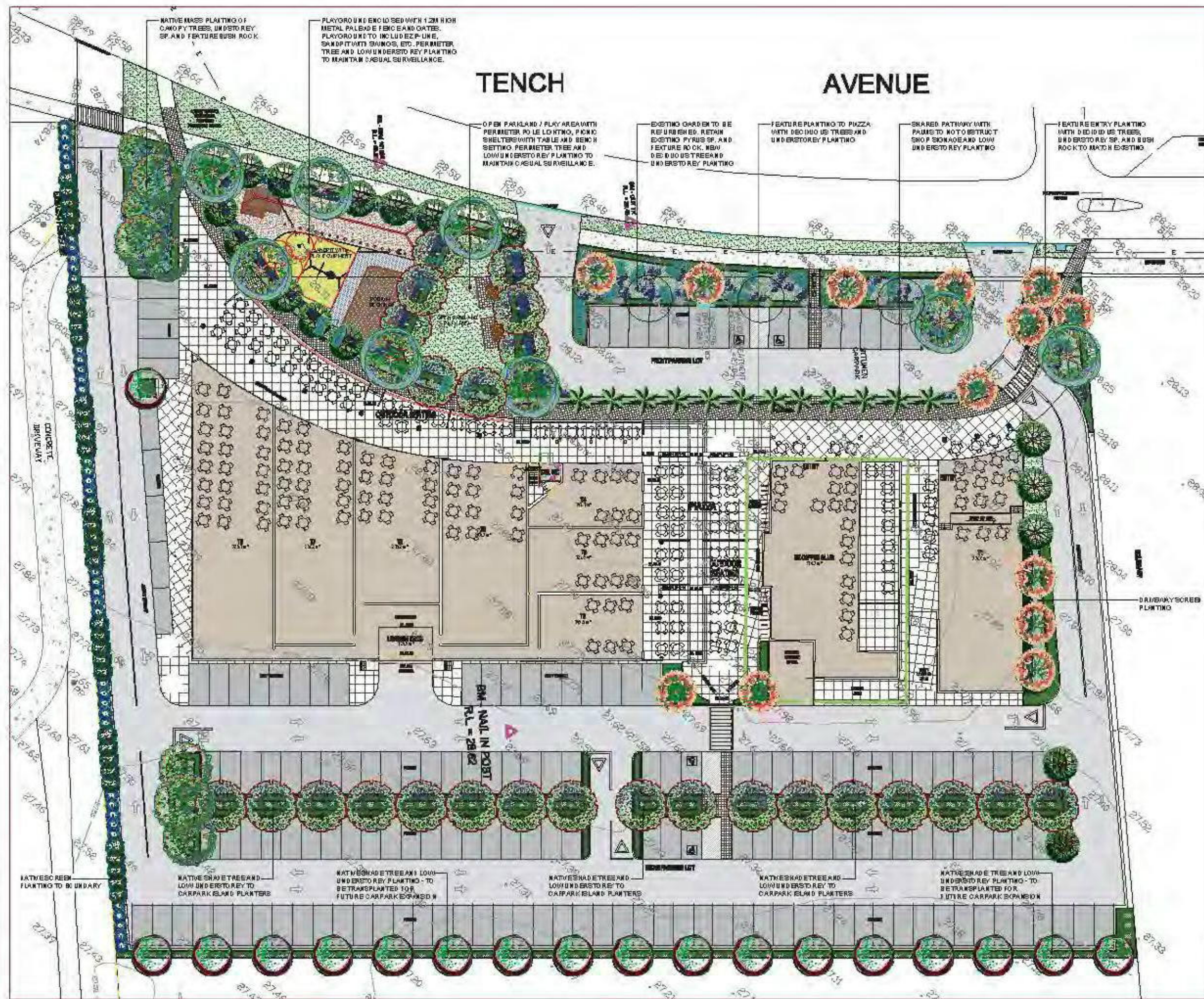
-  *Scorzonnoia oleracea*  
(Dymalis / dy. Winkler)  
Pod size: 200mm  
Mature H x W: 5-1.0m x 1.0m  
Edy. Required: Da
-  *Grimmia pulchraefolium*  
(Scorzonnoia / dy. Winkler)  
Pod size: 200mm  
Mature H x W: 5-1.0m x 1.0m  
Edy. Required: Da

## Grasse 5 / Grandobbers

- [illegible]

### Other Landscape Items

- [illegible]

[illegible]





## Appendix F

# Hydraulic Report and Plans



# Williams Consulting Engineers Australia Pty. Ltd.

ABN39129454146

ACN129454146

## CIVIL STRUCTURAL

Telephone (02)47395765 Mobile 0425 307531

Email [Ralph@WCEA.com.au](mailto:Ralph@WCEA.com.au)

78 St Johns Road, Blaxland, NSW. 2774

P.O. Box 79 Blaxland, NSW. 2774

5000 Channel Highway, Gordon, TAS. 7150

P.O. Box 79 Middleton, TAS. 7163

11<sup>th</sup> March, 2015  
Project No.2014/075

Ms. Natasha Baker,  
Stimson and Baker Planning Consultants,  
Suite 21, The Broadwalk,  
458 High Street,  
PENRITH. NSW. 2750

Dear Sir,

RE: PROPOSED RE-DEVELOPMENT OF THE COFFEE CLUB SITE, NO.78 LOT 3 DP30354  
TENCH AVENUE, JAMISONTOWN, NEW SOUTH WALES – A FLOOD REPORT, A  
STORMWATER DRAINAGE CONCEPT PLAN AND MUSIC MODELLING REPORT.

---

### **THE EXISTING SITE:**

The writer has visited the site and reviewed the stormwater drainage systems for the existing Coffee Club premises.

The front bitumen carparking area drains to a front boundary grated pit midway along the carpark. This is connected to an EKI pit in the Tench Avenue kerb and gutter from where it drains across the road to the street drainage system which it is assumed is connected to an outlet to the Nepean River.

The existing Coffee Club building drainage system is not known. It may well drain to soakage trenches at the rear of the existing building which seems a reasonable assumption, given the flatness of the site. The existing Coffee Club finished floor level is RL28.24 AHD by survey – Richard Hogan & Co. Pty. Ltd., 19/2/2014. This is nominally at the 1 in 100 ARI flood level for the mainstream Nepean River, and therefore the existing premises are unlikely to be affected other than in extremely rare events..

Penrith City Council has provided a Flood Level Enquiry report, Ref.ECM6269471 dated 25<sup>th</sup> August, 2014. The 1 in 100 ARI flood level for the mainstream Nepean River is RL28.3 AHD. The 1 in 100 ARI flood level for the Peachtree Creek flood plain is RL27.1 AHD.

### **PROPOSED NEW BUILDINGS:**

All new building premises are proposed to be constructed with finished floor levels at or above RL28.8 AHD, i.e. providing a minimum 500mm freeboard to the 1 in 100 ARI flood event as required by Penrith City Council's policies relating to flood prone areas.

**EGRESS:** The footpath at the north western corner of the site is at or slightly above the 1 in 100 ARI mainstream Nepean River flood level. Egress from the site will be directed to this point providing patrons and staff with a safe area to access in a public space, if so desired. They of course can remain in the premises until the floor peak falls. Such a flood peak would be expected to last for only a short time.

The Coffee Club Re-development,  
78 Tench Avenue,  
JAMISONTOWN (Cont.):

**STORMWATER DRAINAGE:**

The site is extremely flat with the existing ground level falling to the rear of the proposed carpark being from RL 28.3 to approximately RL 27.2 over a distance of approximately 88M, a grade of approximately 1.24%.

In accordance with Penrith City Council's policies, where new works are proposed the levels have been determined so as to ensure that post development there is no diminution of the existing flood storage volumes available.

Due to the flat site constraints, a wetland is proposed at the rear of the development, with an initial pond storage. The soils on the site are a sandy clay and have a small capacity for infiltration. Surcharge flows are directed to the rear of the site, a significant part of the site area. This area is unlikely to ever be developed as it lies within the flood plains of both the mainstream Nepean River and Peachtree Creek.

The existing carparking area stormwater drainage double EKI grated pit will be retrofitted with a Stormwater 360 Enviropod 200 filter fitted with an oil and grease absorbing filter pad and the drainage flow redirected to the wetland at the rear of the site.

**MUSIC MODELLING:**

MUSIC modelling has been carried out and MUSIC-link applied using Penrith City Council's requirements and specifications.

**CONCLUSIONS:**

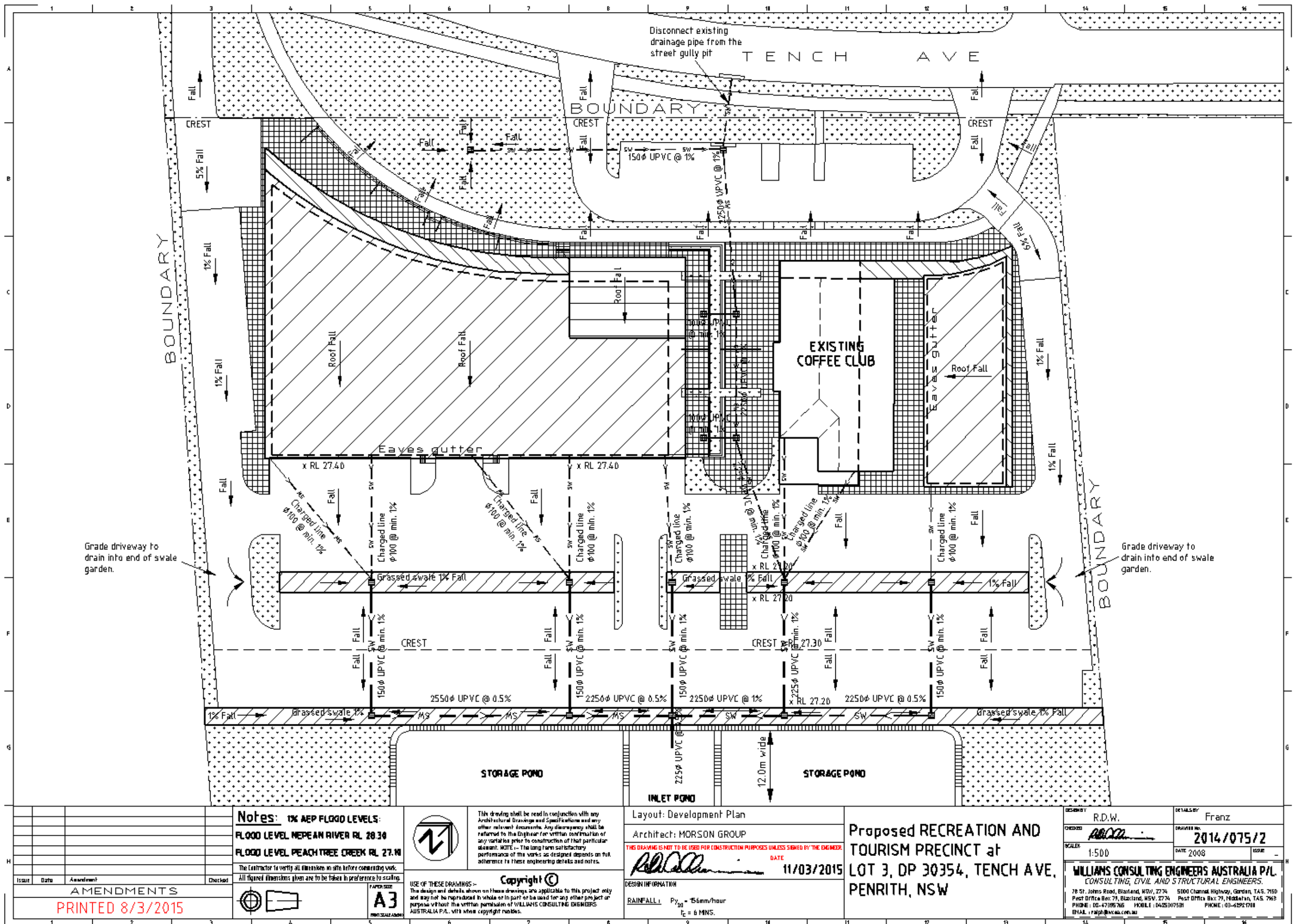
The proposed re-development of the Coffee Club site is able to be carried out in conformance with Penrith City Council's guidelines for developments in flood affected areas and complying with the Council's water quality guidelines.

Yours faithfully,



R. D. Williams,  
B.Sc.(Tech.), Civil Engineering,  
Grad.Dip., Mining Engineering,  
MIE Aust., CPEng., NPER2445628





**Notes: 1% AEP FLOOD LEVELS:**  
**FLOOD LEVEL NEPEAN RIVER RL 28.30**  
**FLOOD LEVEL PEACH TREE CREEK RL 27.10**  
 The Contractor to verify all dimensions on site before commencing work.  
 All figured dimensions given are to be taken in preference to scaling.



This drawing shall be read in conjunction with any Architectural Drawings and Specifications and any other relevant documents. Any discrepancy shall be referred to the Engineer for written confirmation of any variation prior to construction of that particular element. NOTE: - The long term satisfactory performance of the works as designed depends on full adherence to these engineering details and notes.

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USE OF THESE DRAWINGS -  
 The design and details shown on these drawings are applicable to this project only and may not be reproduced in whole or in part or be used for any other project or purpose without the written permission of WILLIAMS CONSULTING ENGINEERS AUSTRALIA P/L. All other copyright notices.

Layout: Development Plan

Architect: MORSON GROUP

THIS DRAWING IS NOT TO BE USED FOR CONSTRUCTION PURPOSES UNLESS SIGNED BY THE ENGINEER.

*[Signature]* DATE 11/03/2015

DESIGN INFORMATION

RAINFALL:  $P_{50} = 156\text{mm/hour}$   
 $T_c = 6\text{MINS.}$

**Proposed RECREATION AND  
 TOURISM PRECINCT at  
 LOT 3, DP 30354, TENCH AVE,  
 PENRITH, NSW**

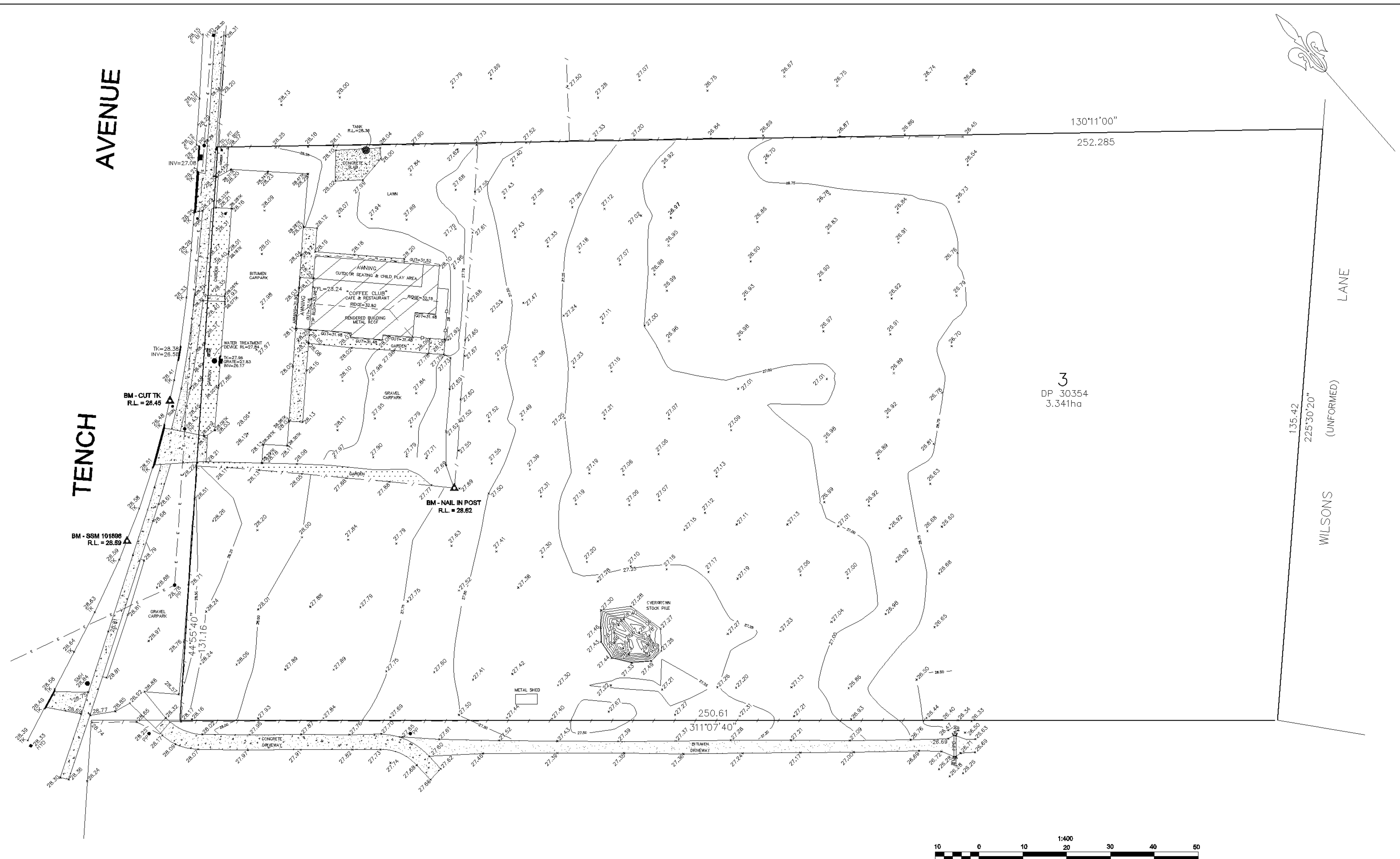
DESIGNED BY R.D.W.	DRAWN BY Franz
CHECKED BY <i>[Signature]</i>	DATE 2008
SCALE 1:500	ISSUE -
<b>WILLIAMS CONSULTING ENGINEERS AUSTRALIA P/L</b> CONSULTING, CIVIL AND STRUCTURAL ENGINEERS. 78 St. Johns Road, Blackland, NSW, 2274 5000 Channel Highway, Gordon, TAS, 7150 Post Office Box 73, Blackland, NSW, 2274 Post Office Box 73, Middlebrook, TAS, 7163 PHONE: (02) 47385765 MOBILE: (0425) 307531 PHONE: (03) 62921788 EMAIL: ralph@wca.com.au	

AMENDMENTS  
 PRINTED 8/3/2015

## Appendix G

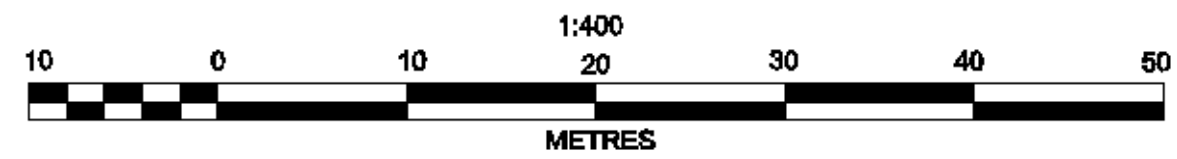
### Detailed Survey





NOTES :

1. THIS DETAIL SURVEY IS NOT A 'SURVEY' AS DEFINED BY THE SURVEYING & SPATIAL INFORMATION ACT, 2002.
2. DATUM OF LEVELS : SSM101898 (R.L. = 28.592 AHD)
3. ALL AREAS AND DIMENSIONS HAVE BEEN COMPILED FROM PLANS MADE AVAILABLE BY THE OFFICE OF LAND & PROPERTY INFORMATION (NSW) AND ARE SUBJECT TO FINAL SURVEY.
4. NO SEARCH MADE OF LOCATION AND NATURE OF TELEPHONE, ELECTRICITY, SEWER, WATER, GAS AND DRAINAGE RECORDS AT THE RELEVANT AUTHORITY. PRIOR TO ANY CONSTRUCTION THE RELEVANT AUTHORITY SHOULD BE CONTACTED FOR LOCATION OF SERVICES.
5. THE POSITION OF IMPROVEMENTS IN RELATION TO BOUNDARIES IS DIAGRAMMATIC ONLY.
6. VISIBLE, ACCESSIBLE SERVICES LOCATED ONLY
7. SIGNIFICANT TREES LOCATED ONLY. POSITION AND ATTRIBUTES SHOULD BE VERIFIED ONSITE.
8. NEIGHBOURING HOUSES, RIDGE AND ROOF POSITIONS ARE APPROXIMATE ONLY.
9. THIS TITLE BLOCK AND NOTES IS AN INTEGRAL PART OF THIS DRAWING WHICH IS NOT TO BE REMOVED.
10. CONTOURS ARE INDICATIVE ONLY. SPOT LEVELS SHOULD BE USED FOR CALCULATIONS OF QUANTITIES WITH CAUTION.



<b>RICHARD HOGAN &amp; CO. PTY LTD</b>		Scale: 1:400	Contour Int: 0.25m	Principal: <b>STIMSON CONSULTANT SERVICES</b>	Drp. No. <b>B</b>
<b>SURVEYING &amp; DEVELOPMENT CONSULTANTS</b>		Datum: AHD	Surveyor: TZ	Project: <b>DETAIL AND LEVELS OVER LOT 3 IN DP 30354 TENCH AVENUE, PENRITH</b>	Sheet No. 1 of 1 sheets
P.O. BOX 4346, PENRITH PLAZA, NSW 2705. PHONE: 02 4732 0800 FAX: 02 4732 0800 M/CB: 0415 - 021 222 EMAIL: r.hogan@rhcgroup.com.au		Date: 19/02/2014	Drafted: TZ		Our Ref: <b>14063</b>
L.G.A: PENRITH			A1		

## Appendix H

# Waste Management Plan



## WASTE MANAGEMENT PLAN

Demolition, Construction and use of Premises

OUTLINE OF THE PROPOSAL	
COUNCIL AREA: Penrith Council Area	DATE: March 2015
PROPOSED DEVELOPMENT: Restaurant and Café Precinct	
SITE ADDRESS: 78-88 Tench Avenue Jamisontown	
APPLICANTS NAME: Stimson & Baker Planning	
ADDRESS: PO Box 1912 Penrith NSW 2751	
BUILDINGS AND OTHER STRUCTURES ON SITE: Restaurant and associated parking	
BRIEF DESCRIPTION OF PROPOSAL: Nine (9) tenancies for food and drink premises and associated car parking and landscaping	

Encl.

Section 1 – Waste Management – Demolition Phase

Section 2 – Waste Management – Construction Phase

Section 3 – Ongoing Management of Waste

Section 4 – Onsite Management of Waste

SECTION 1 – DETAILS OF WASTE MANAGEMENT – DEMOLITION PHASE (NO DEMOLITION PROPOSED – NOT APPLICABLE)					
MATERIALS ON SITE			DESTINATION		
			REUSE and RECYCLING		DISPOSAL
Type of Material	Estimated		ON-SITE Specify proposed reuse or on-site recycling methods	OFF-SITE Specify Contractor and recycling outlet	Specify Contractor and landfill site
	Vol. (m <sup>3</sup> )	Wt. (t)			
Excavation material					
Green Waste					
Bricks					
Concrete					
Timber (specify type)					
Plasterboard					
Metal					
Other					



SECTION 2 – DETAILS OF WASTE MANAGEMENT – CONSTRUCTION PHASE					
Note: care will be taken to order right quantities of materials, minimising site disturbance and coordination of trades, where possible					
MATERIALS ON SITE			DESTINATION		
Type of Material	Estimated		REUSE and RECYCLING		DISPOSAL
	Vol. (m <sup>3</sup> )	Wt. (t)	ON-SITE Specify proposed reuse or on-site recycling methods	OFF-SITE Specify Contractor and recycling outlet	Specify Contractor and landfill site
Excavation material					
Green Waste					
Roof Tiles					
Bricks					
Concrete					
Timber (specify type) Treated pine					
Plasterboard					
Metal					
Other					

### SECTION 3 – WASTE FROM ONGOING USE OF PREMISES

Types of Waste Generated	Expected Vol. per Week
Household recyclables (paper, bottle, cans)	
Household Garbage Waste	
Green waste	

Note: Storage of waste and recycling bins will be located within the rear yard of the dwellings on the site, they will be wheeled to the street for collection by Council's waste contractors.

## SECTION 4 – ONGOING MANAGEMENT OF WASTE

If relevant, please give details of how you intend to manage waste on-site after the development is finished, for example through lease conditions for tenants or an on-site caretaker/manager. Describe any proposed on-site storage and treatment facilities.