



# Statement of Environmental Effects

Thornton North - Lot 3008 - Serviced Apartments

April 2016

urbis

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# 1 Introduction

## 1.1 OVERVIEW

This Statement of Environmental Effects (SEE) has been prepared by Urbis on behalf of St Hilliers (the applicant) to accompany a development application (DA) for a serviced apartment building, to be operated by Quest, located at Lot 3008 DP1184498 in Thornton North, Penrith.

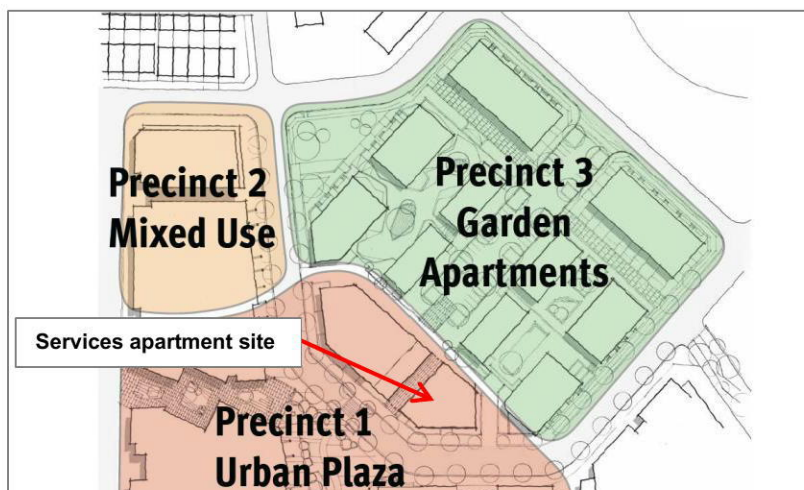
The proposed serviced apartment building has a total estimated cost of \$19,826,576. Accordingly this development application is considered local development and will be assessed by Penrith City Council.

This report should be read in conjunction with the following supporting documentations:

- Survey Plan | **Appendix A**
- Architectural Drawings prepared by DKO Architects | **Appendix B**
- Landscape Drawings prepared by Urbis | **Appendix C**
- Traffic and Transport Report prepared by Parsons Brinckerhoff | **Appendix D**
- Acoustic Report prepared by IGS | **Appendix E**
- Waste Management Plan prepared by Elephants Foot | **Appendix F**
- Access Report prepared by BCA Logic | **Appendix G**
- BCA Assessment Report prepared by BMG | **Appendix H**
- Stormwater Management Plans and Report prepared by IGA | **Appendix I**
- Contamination Report prepared by Prensa | **Appendix J**
- Design Competition Waiver from Government Architects Office | **Appendix M**

## 1.2 PROJECT BACKGROUND

An approved Concept Plan (issued on 9 November 2011) for the Thornton site provides for a transit-oriented mixed uses development, employment generating uses, open space and associated infrastructure and facilities. The development was divided into stages. These stages have been approved and development has already commenced in some (some dwellings already occupied). Of these stages the apartment precinct has recently begun construction.



The proposed serviced apartment building sits adjacent to the apartment precinct site, which comprises the following stages:

## STAGE 1

Development consent was granted for the first residential flat buildings in Stage 1 in February 2015. This comprised of two separate DAs (DA01 and DA02). DA01 (DA14/1181) comprised:

- Construction of one 8 storey and one 4 storey residential flat building comprising a total of 83 apartments.
- Comprehensive landscaping works around the site edges including communal landscaped courtyards and through site link landscaping.
- Excavation works to accommodate up to two levels of underground car parking.

DA02 (DA14/1182) comprised:

- Construction of one 7 storey and one 4 storey residential flat building comprising a total of 68 apartments.
- Comprehensive landscaping works around the site edges including communal landscaped courtyards and through site link landscaping.
- Excavation works to accommodate up to two levels of underground car parking.

FIGURE 1 – STAGE 1 – DKO ARCHITECTS



## STAGE 2

On 17 September 2015 three separate DAs were approved for three residential flat buildings. DA01 (DA15/0419) comprised:

- Construction of a five storey residential flat building, comprising a total of 30 dwellings.
- Construction of associated landscaping and public domain works.

- Construction of two basement levels that will service all three buildings.

DA02 (DA15/0420) comprised:

- Construction of a nine storey residential flat building, comprising a total of 89 dwellings.
- Construction of associated landscaping and public domain works.

DA03 (DA15/0418) comprised:

- Construction of a nine storey residential flat building, comprising a total of 72 dwellings.
- Construction of associated landscaping and public domain works.

FIGURE 2 – STAGE 2 – DKO ARCHITECTS





## STAGE 3

Currently being assessed by Council (DA15/1313) and (DA15/1314) for:

- Two ten storey residential flat building with a total of 204 apartments, and
- Associated landscaping and public domain works.

FIGURE 3 – STAGE 3 – GROUP GSA ARCHITECTS



## QUEST SERVICED APARTMENTS

The proposed development has been the subject of ongoing consultation with Council in order to create a development that meets the expectations of Council, while remaining consistent with the functional and operational requirements of Quest.

### **Initial discussions with Penrith City Council**

The applicant met with Council in early 2015 to seek their high level comments on the preliminary scheme. The initial feedback was positive and provided comments on the relevant expectations from the Design Review Panel (DRP) and assessment matters

### **Discussions with Government Architects Office**

St Hillier's have also consulted with NSW Government Architects Office (GAO) regarding a waiver for a design competition while acknowledging the need to achieve a good quality design outcome. GAO provided advice stating that given the "previous communication with Council and Councils DRP and as the site has only recently been incorporated into Councils consolidated LEP, a process whereby the use of Councils DRP in lieu of an architectural design competition is considered reasonable. This is subject to the continuing use of DKO architects through the design and construction process (as architects with a track record of sound architectural and urban design outcomes for the Thornton Estate to date)". In response DKO consulted with the DRP.

## Design Review Panel

Brett Newbold, independent member of Penrith City Council's Urban Design Review Panel, has been involved in reviewing and appraising the design from the early stages of the development of the scheme. Brett Newbold provided very positive comments on the scheme and they have been incorporated into the scheme throughout the design process and is supportive of the proposed as stated in the Design Excellence Statement attached at **Appendix K**.

## Pre-Lodgement discussions

A Pre-DA lodgement meeting was held at Penrith City Council (PCC) on 8 December 2015 with Council's assessment team, the project team and site owners. Since the Pre-DA there has been a number of meetings and discussions between Council and the project team to develop a satisfactory scheme which responds to the unique site conditions, Quest's building and operational requirements and Council's concerns. The following table summarises the key matters raised in the Pre-DA meeting and provides the response developed through the ongoing consultation with Council.

TABLE 1 – PRE-DA MATTERS

PRE-DA MATTERS	RESPONSE
<b>Planning</b>	
Application of SEPP 65	<p>SEPP 65 does not apply to the proposed development for the following reasons:</p> <p>Clause 4 of SEPP 65 states:</p> <p><i>(1) This Policy applies to development for the purpose of a <u>residential flat building, shop top housing or mixed use development with a residential accommodation component</u> if:</i></p> <p><i>(a) the development consists of any of the following:</i></p> <p><i>(i) the erection of a new building,</i></p> <p>The proposed development is defined under <i>Penrith LEP 2010</i> as:</p> <p><b><i>tourist and visitor accommodation</i></b> means a building or place that provides temporary or short-term accommodation on a commercial basis, and includes any of the following:</p> <p><i>(e) serviced apartments,</i></p> <p>Both <i>tourist and visitor accommodation</i> and <i>serviced apartments</i> are expressly not identified in Clause 4 (Application of Policy) of SEPP 65. Therefore on this basis SEPP 65 does not apply.</p> <p>Further, Clause 4(4) of SEPP 65 states:</p> <p><i>Unless a local environmental plan states otherwise, <u>this Policy does not apply to...serviced apartment</u> to which that plan applies.</i></p> <p>The LEP does not require new serviced apartment developments to comply with SEPP 65. Rather the LEP requires SEPP 65 compliance in situations where an existing service apartment building is being converted to a residential building with strata lots. Clause 8.6 of <i>Penrith LEP 2010</i> states:</p> <p><b><i>Development consent must not be granted for development for the purpose</i></b></p>

PRE-DA MATTERS	RESPONSE
	<p><b><u>of the strata subdivision of a building or part of a building that is or has been used for serviced apartments, unless the consent authority is satisfied that the design quality principles set out in Schedule 1 to State Environmental Planning Policy No 65—Design Quality of Residential Apartment Development and the design principles of the Apartment Design Guide (within the meaning of that Policy) are achieved for the development as if it were a residential apartment development within the meaning of that Policy.</u></b></p> <p>There is no intention to convert the proposed serviced apartments to a residential use. If such a conversion were to occur in the future, then design changes to the building would have to occur in order to comply with SEPP 65. To apply SEPP 65 to the proposed development is unreasonable and does not align with the provisions of both SEPP 65 and <i>Penrith LEP 2010</i>.</p>
<b>Traffic and Parking</b>	
Clarification of car parking numbers	<p>The parking rates for Penrith City Centre and North Penrith are a maximum rate. Further, the objectives of the DCP's parking controls focus on the provision of car parking that is consistent with transit oriented development. The proposed development is entirely consistent with the parking controls and objectives.</p> <p>Nonetheless, the Traffic and Transport Report at <b>Appendix D</b> states:</p> <p>The amount of parking provided for the site takes into consideration the following:</p> <ul style="list-style-type: none"> <li>▪ The site for the serviced apartment building has been selected for its convenient access to train and bus services and Penrith CBD. A serviced apartment operator (Quest) working in partnership on the project has advised that based on their experience with similar facilities around Sydney and interstate, the number of spaces provided will match demand.</li> <li>▪ The adopted North Penrith Development Transport Mobility and Accessibility Plan (Parsons Brinckerhoff, 2010) envisaged a car driver mode share for all trips of 46% to 47%.</li> <li>▪ The serviced apartment operator has advised that a typical weekly peak occupancy is 80%. They also advised that 50% of the attached rooms are likely to be let as a single apartment.</li> </ul> <p>The assessment concludes that the proposed onsite parking provision is adequate for the site and proposed use.</p>
Stacked parking management	<p>The Traffic and Transport Report at <b>Appendix D</b> states:</p> <ul style="list-style-type: none"> <li>▪ Guests stop in 5 minute parking on Lord Sheffield Circuit and collect their parking access pass.</li> <li>▪ They then drive around to swipe card point, gaining access to whichever parking level they are allocated.</li> <li>▪ If parked in the front stacked parking space, they leave their car keys with the</li> </ul>

PRE-DA MATTERS	RESPONSE
	<p>serviced apartment manager. This manager is on call 24 hours per day.</p> <ul style="list-style-type: none"> <li>▪ If a guest in the rear stacked parking space wants to leave and there is a car in the front stacked space, they contact the manager who will arrange for the car to be moved, allowing the guest to depart.</li> </ul>
Laneway arrangement	<p>The design and arrangement of the rear laneway includes:</p> <ul style="list-style-type: none"> <li>▪ 6m width with adequate space for cars to enter and exit from the driveways of surrounding sites.</li> <li>▪ Separate ground floor and first floor entry/exit to the proposed car park on the eastern side.</li> <li>▪ A space for garbage collection on the western side of laneway.</li> </ul> <p>The laneway would accommodate two-way movement at its northern end to provide access to Lot 3007 and the northern portion of Lot 3008. Immediately south of the Lot 3007 Driveway, it would be restricted to one-way for southbound vehicles. Vehicles accessing the serviced apartment site would enter the laneway from Engineers Place and then turn into either the ground floor driveway or first floor driveway. Departing the site, vehicles would turn right into the laneway and proceed south to Lord Sheffield Circuit.</p>
<b>Waste</b>	
Waste and recycling bin rates	<p>Refer to the Waste Management Plan at <b>Appendix F</b>. In summary:</p> <ul style="list-style-type: none"> <li>▪ Serviced apartments will generate 3,780L of waste and 756L of recycling weekly.</li> <li>▪ 2x1,100L waste bins (collected 2 times per week) and 1x1,100L recycling bin (collected 2 times per week) are provided in the bin room.</li> <li>▪ 3x240L waste and 2x240L recycling for the café is also provided in the bin room.</li> </ul>
17sqm bulky waste room needs to be provided.	19.1sqm bin room is provided. Refer to Architectural Drawings at <b>Appendix B</b> .
<p>What are Quest's protocols for:</p> <ul style="list-style-type: none"> <li>▪ room waste removal, and</li> <li>▪ the delivery of new, and removal of damaged furniture.</li> </ul>	<p>Refer to Waste Management Plan at <b>Appendix F</b>. In summary:</p> <ul style="list-style-type: none"> <li>▪ Cleaning staff will service rooms on a daily basis and remove garbage and recycling items which are stored on the cleaning trolley/s; sorted garbage and recyclable items will be transported to the hotel garbage room at the end of each cleaning shift and bagged garbage placed into the 1100L collection bins and any recycling items (comingle) into 1100L collection bins. Full bins will be transferred to the loading area on basement level for servicing by the appointed waste services collector according to the agreed collection schedule negotiated at the time of signing the service agreement.</li> <li>▪ It is noted that if broken furniture items require replacement, the relevant apartment hotel room is unable to be 'sold' and will therefore be used as storage</li> </ul>

PRE-DA MATTERS	RESPONSE
	<p>until the item is replaced. The furniture contractor will remove the redundant item and replace with the new item in one delivery transaction. Deliveries take place during the week and are managed by apartment hotel maintenance staff.</p> <p>If smaller items are required to be stored prior to collection the dry/storage area on ground level will be utilised.</p>
<p>Location of the waste truck for bin collection not acceptable - needs to be on same side of road.</p>	<p>The truck parking spaces is located on the same side of the laneway. Refer to Architectural Drawings at <b>Appendix B</b>.</p>
<p><b>Pedestrian movement</b></p>	
<p>Demonstrate how pedestrian movements will occur via the through site link over Engineers laneway.</p>	<p>Refer to Architectural Drawings at <b>Appendix B</b>.</p>
<p><b>Access</b></p>	
<p>Access report required addressing all relevant Australian standards.</p>	<p>Refer to Access Report at <b>Appendix G</b>.</p>
<p>On-street drop off zone parking for accessible access</p>	<p>The two five minute drop-off zone spaces located outside of the lobby area shall be used for drop-off purposes rather than for disabled access. Two disabled car parking spaces are located at ground level in the car park.</p>
<p>Detail regarding accessible parking space provision</p>	<p>The BCA Assessment Report attached at <b>Appendix H</b> states:</p> <p><i>The building is classified as Class 3 (Serviced Apartments).</i></p> <p><i>Accessible compliant car parking is required to be provided at the following rates:</i></p> <p><i>Class 3 Hotel – by multiplying the total number of car parking spaces by 5%</i></p> <p>The total number of car parking spaces is 36. As such the number of accessible spaces is 1.8. Two accessible spaces are located at ground level in the car park.</p>
<p><b>Noise</b></p>	
<p>PCC require an Acoustic Report with assessment including railway noise and vibration impacts.</p>	<p>The Acoustic Report assesses railway noise and vibration impacts. IGS have provided a set of recommendations at <b>Appendix E</b> that if implemented and adhered to the proposed development will comply with relevant acoustic criteria.</p>
<p><b>Contamination</b></p>	
<p>PCC require an Contamination Validation Report</p>	<p>Refer to the Environmental Site Assessment Report at <b>Appendix J</b>.</p>

PRE-DA MATTERS	RESPONSE
<b>Stormwater</b>	
PCC require stormwater and rain water harvesting detail	Refer to the Stormwater Management Plans and Report at <b>Appendix I</b> .

## 2 Site and Environs

### 2.1 SUBJECT SITE

The proposed development is located on the southern part of the subject site which is described in the following table. **Figure 4** shows the location of the subject site.

TABLE 2 – SITE DESCRIPTION

COMPONENT	SITE DESCRIPTION
Address	15 Engineers Place, Penrith
Legal description	Part of Lot 3008 in DP1184498
Area	2,744sqm as per the survey plan at <b>Appendix A</b> .
Current use	The site is currently vacant and cleared for development.
Site features	The site is: <ul style="list-style-type: none"><li>▪ Irregular in shape.</li><li>▪ Bounded by Lord Sheffield Circuit and a rear access lane which connects to Engineers Place.</li></ul>

FIGURE 4 – SITE LOCATION



Source: Nearmap

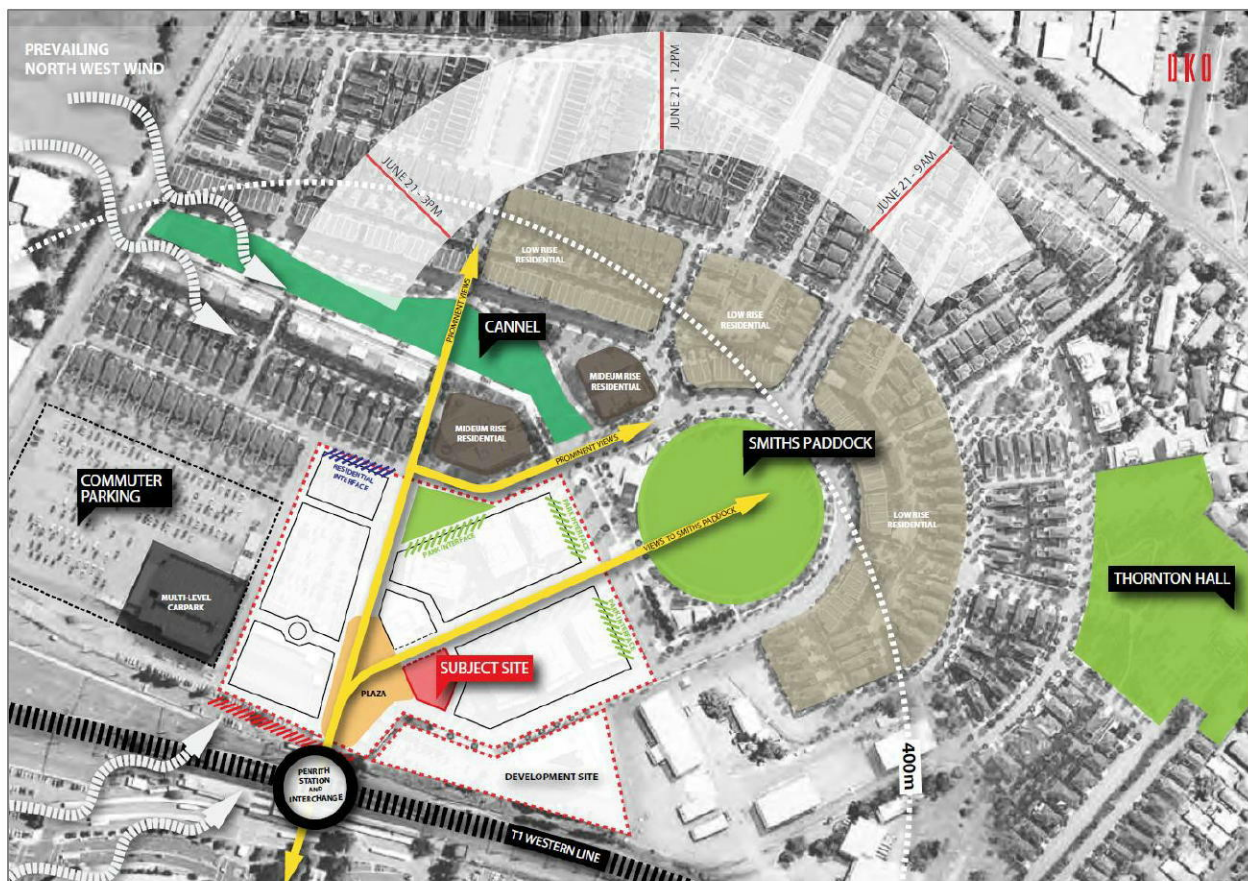
## 2.2 SURROUNDING CONTEXT

The site is located in Thornton, north of Penrith train station. The surrounding context is currently characterised by underdeveloped, developing land, public open space and infrastructure. The table below provides the land uses surrounding the site.

TABLE 3 – SURROUNDING CONTEXT

DIRECTION	DEVELOPMENT DESCRIPTION
<b>North</b>	Immediately to the north are super lots of cleared, developing and developed land, the recently constructed canal, with an access bridge and pathways. Located further beyond is the residential suburb of Thornton.
<b>South</b>	Immediately to the south is Penrith train station and further beyond Penrith Town Centre.
<b>East</b>	Immediately to the east is Lot 3009 and Lot 3010 which will comprise a range of residential flat buildings. Smiths Paddock is located beyond.
<b>West</b>	Immediately to the west is Lot 3003-3005 subject to Penrith City Council's Incentive Clause Planning Proposal. An existing public carpark is located further beyond.

FIGURE 5 – SITE ANALYSIS PLAN ILLUSTRATING SITE CONTEXT



Source: DKO Architects



# 3 Proposed Development

## 3.1 OVERVIEW

The proposed development comprises an eight storey serviced apartment building, including:

- 14 one bedroom apartments and 47 dual key apartments (61 serviced apartments/108 keys),
- Reception and lobby area, gymnasium (approx. 49sqm) and conference room (approx. 84sqm) to be used by guests, and a café (approx. 33sqm),
- Associated landscaping and public domain works, including the through site link, and
- Signage associated with Quest.

The development is shown in the Architectural Plans prepared by DKO Architects at **Appendix B**.

The key development details are provided in the table below.

COMPONENT	PROPOSAL
Building height	28.5m (RL55.350)
Number of storeys	8
Site area total	2,744sqm
Car parking spaces	35 (including two accessible)

FIGURE 6 – PERSPECTIVE LOOKING NORTH AT REAR LANE AND LORD SHEFFIELD CIRCUIT



Source: DKO Architects

FIGURE 7 – PERSPECTIVE LOOKING SOUTH AT REAR LANE AND PEDESTRIAN WALKWAY



Source: DKO Architects

### 3.2 LANDSCAPING AND PUBLIC DOMAIN

The proposed landscape concept includes:

- Public through site link with green canopy of vines and suspended artwork installation,
- Perimeter planting to ground level including raised planters, paved courtyard, and minor public domain works, and
- Landscape treatment to the podium and carpark, including suspended vines over car park and cascading plantings.

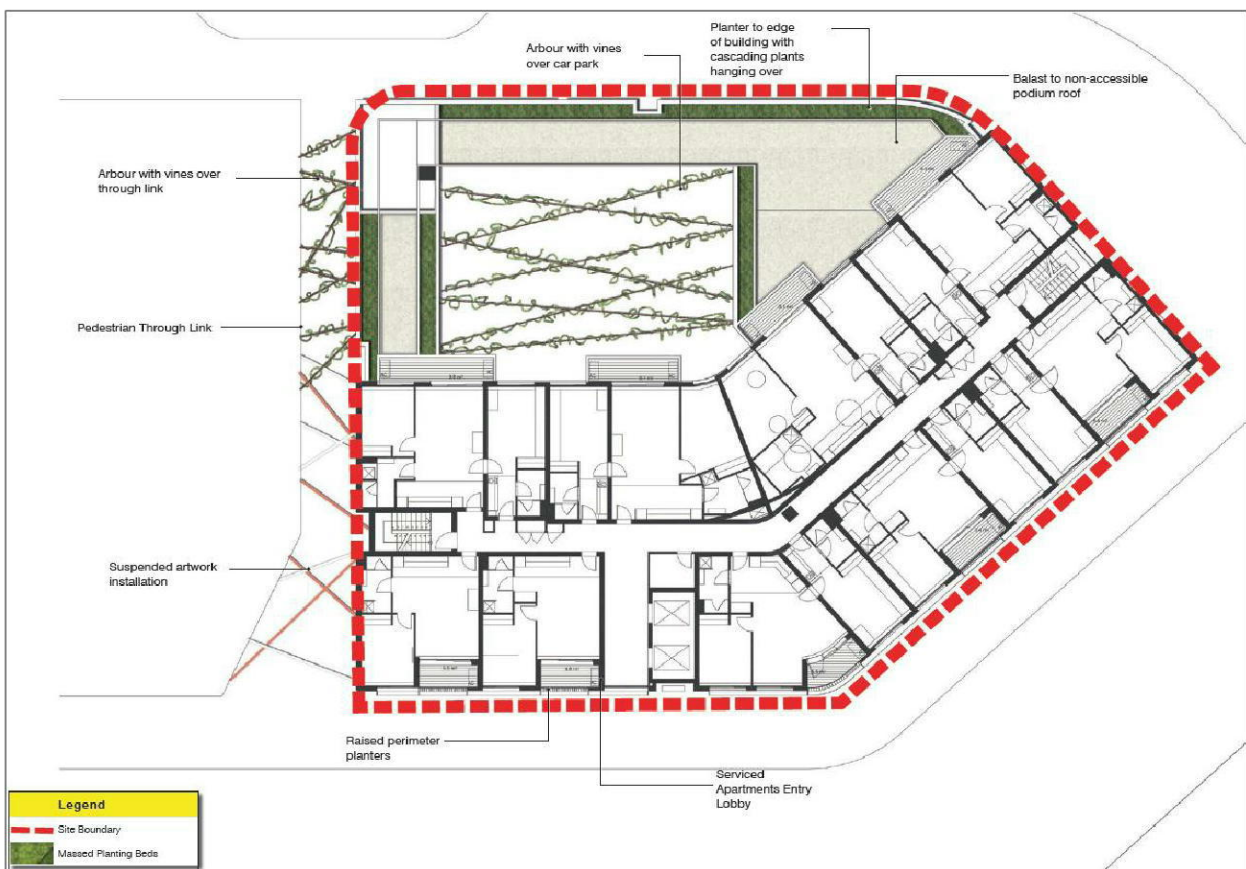
The landscape concept is illustrated in the following images. Full sized Landscape Drawings are attached at **Appendix C**.

FIGURE 8 – PROPOSED LANDSCAPE CONCEPT – GROUND FLOOR



Source: Urbis

FIGURE 9 – PROPOSED LANDSCAPE CONCEPT – LEVEL ONE



Source: Urbis

### 3.3 TRANSPORT, PARKING AND ACCESS

The car park and access arrangements of the proposed development comprise:

- Two vehicular access points from the rear laneway. Pedestrians will access the site from Lord Sheffield Circuit.
- The ground floor car park with 23 spaces (including two accessible spaces) is accessed via a double door gate with an intercom system.
- The level one carpark with 13 spaces is accessed via a single lane ramp. Access to the level 1 carpark will be managed by a red and green light system which notifies vehicles leaving the carpark that another is entering.
- Two five minute drop-off car parks are located on Lord Sheffield Circuit.
- The staked parking arrangement will be managed by a Car Park Management Plan, refer to the Traffic and Transport Report at **Appendix D** for full detail.
- One garbage truck parking space is located in the rear laneway on the serviced apartment building side.
- There is an existing truck parking space on the other side of the laneway. If both truck parking spaces are in use the laneway access will be blocked. Therefore appropriate signage will be provided indicating that only one truck will be able to be parked in the area.

### 3.4 SIGNAGE

The proposed development includes six signs as described in the table below. Refer to the Architectural Drawings at **Appendix B** for a full illustration of the proposed signage.

SIGN TYPE	CONTENT	LOCATION	DIMENSION	ILLUMINATION
<b>1 Pylon sign - business identification</b>	'Quest'	At lobby entrance on Lord Sheffield	H: 2,210 W: 380	Internally 24 hours
<b>2 Above awning sign - business identification</b>	'Quest'	On awning at lobby entrance on Lord Sheffield	H: 4,000 W: 980	Reception opening hours
<b>3 Wall sign - business identification</b>	'Quest'	On western façade between Level 7 – 8	H: 7,800 W: 1,750	Letterforms face Reception opening hours
<b>4 Wall sign - business identification</b>	'Quest'	On eastern façade between Level 7 – 8	H: 6,200 W: 2,000	Letterforms face Reception opening hours
<b>5 Wall sign - business identification</b>	'Quest'	On eastern façade at Level 2	H: 3,750 W: 900	Letterforms face Reception opening hours
<b>6 Vertical projecting wall sign – business identification / way finding</b>	'P' (Parking)  'Quest'	On eastern façade at Level 1	H: 1,500 W: 365	Internally 24 hours

## 4 Planning Assessment

### 4.1 OVERVIEW

The following provides an assessment of the proposed development against the provisions of relevant legislation, policy and planning instruments, including:

- *NSW Environmental Planning and Assessment Act 1979.*
- *State Environmental Planning Policy No 55 - Remediation of Land.*
- *State Environmental Planning Policy (Infrastructure) 2007.*
- *State Environmental Planning Policy No 64—Advertising and Signage.*
- *Penrith Local Environmental Plan 2010.*
- *Penrith Development Control Plan 2014.*

### 4.2 STATE ENVIRONMENTAL PLANNING POLICIES

The proposed development is consistent with relevant State Environmental Planning Policies as identified and discussed in the table below.

TABLE 4 – STRATEGIC PLANNING ASSESSMENT

POLICY	PROPOSAL
<p><b><i>State Environmental Planning Policy No 55 - Remediation of Land</i></b></p>	<p><i>State Environmental Planning Policy No 55 - Remediation of Land (SEPP 55) aims to promote the remediation of contaminated land for the purpose of reducing the risks of harm to human health or any other aspect of the environment by identifying what remediation work requires consent, and requiring that remediation work meets certain standards for the proposed use.</i></p> <p><i>In accordance with Clause 7 of SEPP 55 if land is contaminated a consent authority must not consent to the carrying out of development unless it is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for the purpose which the development is proposed to be carried out.</i></p> <p><i>As part of the Concept Plan process and subsequent approval for subdivision and infrastructure works, relevant testing and remediation was carried out to ensure the land was suitable for residential purposes. As part of purchasing the land from Urban Growth NSW further analysis and reporting was undertaken confirming this.</i></p> <p><i>The Contamination Report at <b>Appendix J</b> finds that:</i></p> <p><i>Based on visual and olfactory observations made during a site walkover, site history review and analytical results reported, it can be concluded that:</i></p> <ul style="list-style-type: none"> <li>▪ <i>The potential for significant contamination associated with the historical and current use of the site, in light of the proposed future commercial uses, is considered to be low,</i></li> <li>▪ <i>The storage of the temporary stockpiles of sandy clay and bitumen at the site are also not considered to preclude the proposed future commercial uses of the site</i></li> </ul>

POLICY	PROPOSAL
	<p>once removed,</p> <ul style="list-style-type: none"> <li>▪ The fill across the site is classified as General Solid Waste and may be suitable for disposal as resource recovery to an appropriately licensed facility, and</li> <li>▪ The natural soil across the site is classified as Virgin Excavated Natural Material (VENM), which is pre-classified in NSW EPA Waste Classification Guidelines as general solid waste. Furthermore, VENM can be accepted at an appropriately licenced resource recovery yard.</li> </ul>
<b>State Environmental Planning Policy (Infrastructure) 2007</b>	State Environmental Planning Policy (Infrastructure) 2007 (ISEPP) came into force in December 2007 and aims to facilitate the effective delivery of infrastructure across the State. The SEPP identifies matters for consideration in the assessment of development adjacent particular types of infrastructure development.

#### 4.2.1 STATE ENVIRONMENTAL PLANNING POLICY NO 64—ADVERTISING AND SIGNAGE

The following table assesses the proposed signage against the assessment criteria in Schedule 1 of SEPP 64.

TABLE 5 – SEPP 64 ASSESSMENT

SEPP 64	PROPOSAL	COMPLIANCE
<b>1 Character of the area</b>		
Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?	The proposal is compatible with the site and locality by virtue of the site being planned for commercial use.	Yes
Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?	Not applicable	Not applicable
<b>2 Special areas</b>		
Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?	The proposed signage is located nearby residential properties. However is of a scale and form that will not detract from the future amenity and visual quality of the area.	Yes
<b>3 Views and vistas</b>		
Does the proposal obscure or compromise important views?	No. The signs do not protrude above the building on which they are located.	Yes
Does the proposal dominate the skyline and reduce the quality of vistas?	No. The signs do not protrude above the building on which they are located.	Yes

SEPP 64	PROPOSAL	COMPLIANCE
Does the proposal respect the viewing rights of other advertisers?	Not applicable	Not applicable
<b>4 Streetscape, setting and landscape</b>		
Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?	Yes. As demonstrated on the architectural drawings, the signs are of a scale that does not dominate the façade on which they are located.	Yes
Does the proposal contribute to the visual interest of the streetscape, setting or landscape?	The positioning and simple design of the signage complements the architecture of the proposed serviced apartment building and the Lord Sheffield Circuit streetscape.	Yes
Does the proposal reduce clutter by rationalising and simplifying existing advertising?	Not applicable	Not applicable
Does the proposal screen unsightliness?	Not applicable	Not applicable
Does the proposal protrude above buildings, structures or tree canopies in the area or locality?	No.	Yes
Does the proposal require ongoing vegetation management?	Not applicable	Not applicable
<b>5 Site and building</b>		
Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located?	As demonstrated on the architectural drawings, the signs are of a scale that does not dominate the façade on which they are located.	Yes
Does the proposal respect important features of the site or building, or both?	Yes. The signage is located on areas on the proposed building facades which respect the more interesting architectural elements. For example, wall signs are located on blank walls rather than on detail features.	Yes
Does the proposal show innovation and imagination in its relationship to the site or building, or both?	The signage complements the architecture and view of the building from key locations.	Yes
<b>6 Associated devices and logos with advertisements and advertising structures</b>		
Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?	Yes. Refer to architectural drawings	Yes

SEPP 64	PROPOSAL	COMPLIANCE
<b>7 Illumination</b>		
Would illumination result in unacceptable glare?	No. Refer to the lux specifications of the signage plans at <b>Appendix B</b> .	Yes
Would illumination affect safety for pedestrians, vehicles or aircraft?	The illumination will be of a level where no impact to pedestrians, vehicles or aircraft is expected. Only the pylon sign at the entrance on Lord Sheffield Circuit and the vertical projecting wall sign in the rear laneway will operate 24 hours. Given the locations of these signs, no significant light spill impacts are anticipated.	Yes
Would illumination detract from the amenity of any residence or other form of accommodation?	Only the pylon signs at the entrance on Lord Sheffield Circuit and the vertical projecting wall sign in the rear laneway will be illuminated 24 hours. Given the locations of these signs, no significant light spill impacts are anticipated.  All other signage illumination will be subject to the operating hours of reception and will be subject to a timer.	Yes
Can the intensity of the illumination be adjusted, if necessary?	Yes. As above.	Yes
Is the illumination subject to a curfew?	Only the pylon signs at the entrance on Lord Sheffield Circuit and the vertical projecting wall sign in the rear laneway will be illuminated 24 hours. All other signage illumination will be subject to the operating hours of reception and will be subject to a timer.	Yes
<b>8 Safety</b>		
Would the proposal reduce the safety for any public road?	No. The proposal does not include flashing lights or moving parts that would distract and reduce the safety of road users. Nor will the proposed signs pose a risk by falling parts as adequate structural elements shall be in place.	Yes
Would the proposal reduce the safety for pedestrians or bicyclists?	No. As above.	Yes
Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?	No. The proposed signs do not reduce sightlines in the surrounding public domain.	Yes



### 4.3 PENRITH LOCAL ENVIRONMENTAL PLAN 2010

*Penrith Local Environmental Plan 2010* (the LEP) is the principal LEP applicable to the subject site.

The site is located within the B2 Local Centre zone, under which 'tourist and visitor accommodation' is permitted with consent. Serviced apartments are captured under the group term 'tourist and visitor accommodation':

***Tourist and visitor accommodation*** means a building or place that provides temporary or short-term accommodation on a commercial basis, and includes any of the following:

(e) serviced apartment

The following table demonstrates the proposed development is consistent with the objectives of the B2 Local Centre zone.

TABLE 6 – CONSISTENCY WITH THE B2 LOCAL CENTRE ZONE OBJECTIVES

OBJECTIVE	PROPOSAL
<i>To provide a range of retail, business, entertainment and community uses that serve the needs of people who live in, work in and visit the local area.</i>	The proposal provides short-term accommodation that will serve the needs of people who will visit Penrith City Centre.
<i>To encourage employment opportunities in accessible locations.</i>	The serviced apartment building provides employment opportunities. The subject site is a very close proximity to Penrith train station, as such is considered to encourage employment opportunities in accessible locations.
<i>To maximise public transport patronage and encourage walking and cycling.</i>	The proximity to the train station will encourage users and employees of the serviced apartment building to use public transport.
<i>To provide retail facilities for the local community commensurate with the centre's role in the local and regional retail hierarchy.</i>	No retail facilities are proposed as part of the proposed development. The subject site is located in close proximity to existing and future retail facilities and as such ensure the viability of those uses.
<i>To ensure that future housing does not detract from the economic and employment functions of a centre.</i>	Not applicable.
<i>To ensure that development reflects the desired future character and dwelling densities of the area.</i>	The proposed development accords with the desired future character of the area given its consistency with the zone and the North Penrith Design Guidelines (DCP).

The following table demonstrates the proposed developments consistency with relevant development standards in the LEP.

TABLE 7 – ASSESSMENT AGAINST KEY DEVELOPMENT STANDARDS – PENRITH LEP 2010

DEVELOPMENT STANDARD	PROPOSAL	COMPLIANCE
<b>4.3 Height of buildings</b> 32 metres	The proposed building height is: 28.5m (RL55.350)	Yes
<b>8.4 Design Excellence</b>	Brett Newbold, independent member of Penrith	Yes

DEVELOPMENT STANDARD	PROPOSAL	COMPLIANCE
	City Council's Urban Design Review Panel has provided positive comments with regard to the design of the proposed serviced apartment building and determined the building exhibits design excellence. The statement is attached at <b>Appendix K</b> .	

#### 4.4 PENRITH DEVELOPMENT CONTROL PLAN 2014

The detailed development guideline for development within North Penrith is the Penrith Development Control Plan 2014 (the DCP). An assessment of the proposed development against the DCP is provided in the table below.

TABLE 8 – DCP ASSESSMENT

CONTROL	PROPOSAL	COMPLIANCE
<b>11.8.4 The Village Centre</b>		
1 Land use – commercial	The proposed serviced apartment building is a commercial operation.	Yes
2 Building height – 6 storeys	The development proposes a building height of 8 storeys (28.5m (RL55.350)). This complies with the 32m height control in the prevailing statutory instrument, being the <i>Penrith Local Environmental Plan 2010</i> .  Further, the 'expected outcomes' of the North Penrith Precinct in Section 11.8.2.2 promote "a dense and interconnected mixture of land uses" which is reflected in the B2 Local Centre zoning and height standard which the proposal complies with. The proposal positively responds to the expected outcomes of the North Penrith Precinct by providing high quality serviced apartment building design in a manner that exhibits design excellence and has minimal environmental impacts.	No - justified
3 Ground floor to ceiling heights – 3.6m	The proposal provides a ground floor ceiling height of 4.8m	Yes
4 Setbacks – to boundary	Refer to Architectural Plans.	Yes
5 Continuous awning	Refer to Architectural Plans.	Yes
6 Semi-active frontage	The provision of ground floor café and glazing to show activity within the conference room shall semi-activate the serviced apartment's frontage.	Yes

CONTROL	PROPOSAL	COMPLIANCE
7 Main entry point to be clearly visible	Refer to Architectural Plans.	Yes
10 Disabled access	Refer to Access Report.	Yes
11 External materials and finishes:	Refer to Architectural Plans. A standard of materials and finishes is evident in the drawings set, including articulated façade detail.	Yes

## 5 Assessment of Key Issues

The following commentary assesses the likely impacts of the proposed development.

### 5.1 BUILT FORM AND URBAN DESIGN

The proposed building has undergone significant design development in terms of how the built form presents to the street and public domain.

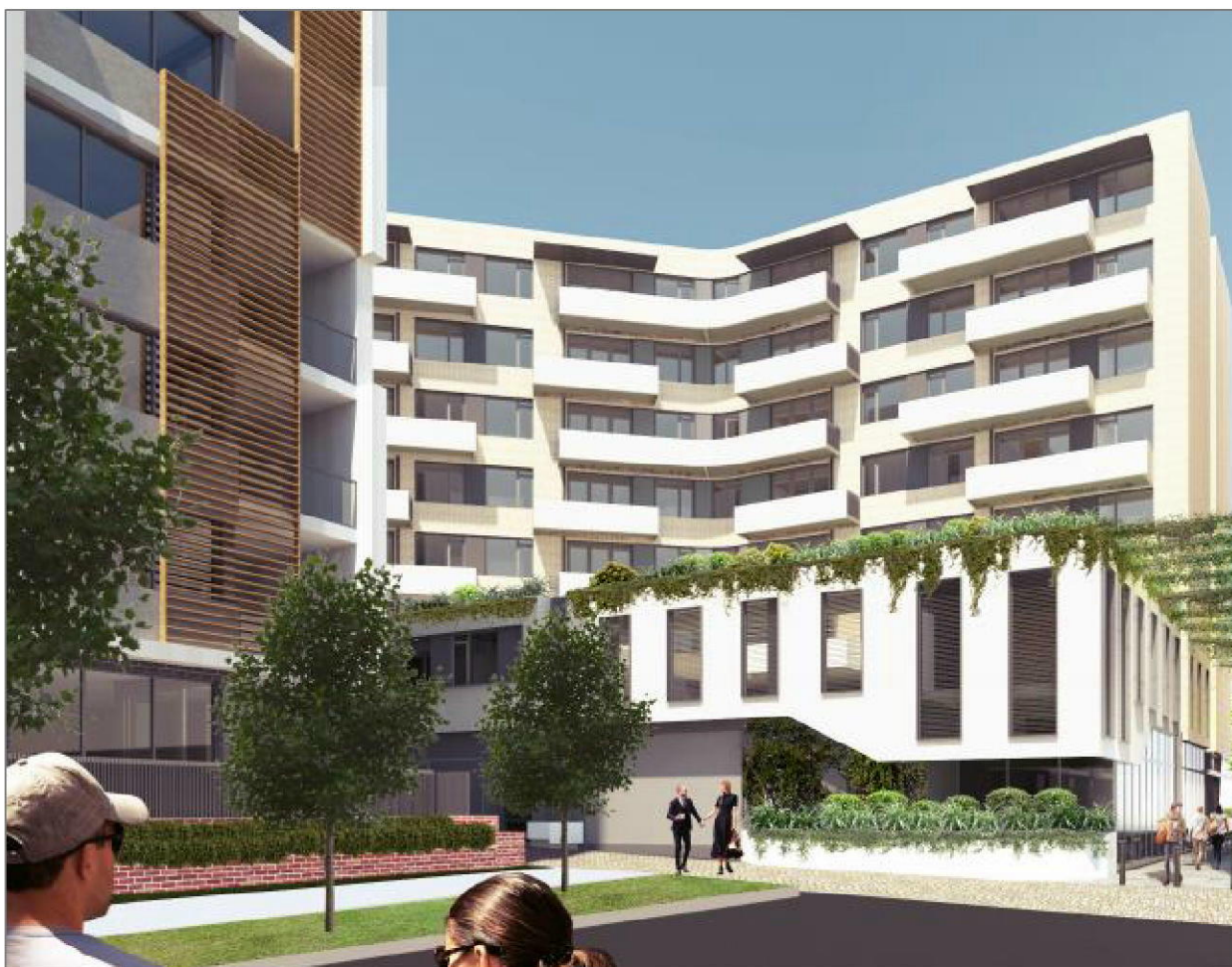
The ground floor will be activated through the provision of activate uses (café, lobby and conference room) and floor-to-ceiling glazing (as illustrated at **Figure 10**). While the façade is well articulated through the provision of projecting frames at each level when viewed from Station Plaza and a series of interlocking balconies when viewed from Engineers Place (see **Figure 11**).

FIGURE 10 – PROPOSAL VIEWED FROM STATION PLAZA



Source: DKO Architects

FIGURE 11 – PROPOSAL VIEWED FROM ENGINEERS PLACE



Source: DKO Architects

DKO Architects have sound track record of sound architectural and urban design outcomes for the Thornton Estate to date, and have continued this record in the proposed scheme. This is reflected in comments from Brett Newbold, independent member of Penrith City Council's Urban Design Review Panel, who in the attached statement at **Appendix K** concludes:

*Concept plans demonstrate design excellence according to matters which are specified by Clause 8.4 of the Penrith LEP 2010:*

Refer to the Design Excellence Statement at **Appendix K**.

## 5.2 TRAFFIC, PARKING AND ACCESS

### 5.2.1 TRAFFIC

Parsons Brinckerhoff have assessed the proposed development's traffic generation with the following contributing factors:

- The serviced apartment and ancillary facilities would have eight full-time staff and 11 part-time staff. There would be a maximum of 15 staff on site at any one time. Due to the good level of access to public transport, it is anticipated that the remaining staff without a parking space will arrive as a car passenger, use the bus or train services, walk or cycle.
- The adopted North Penrith Development Transport Mobility and Accessibility Plan envisaged a car driver mode share for all trips of 46% to 47%.

- The serviced apartment operator has advised that typical weekly peak occupancy is 80%. They also advised that 50% of the attached rooms are likely to be let as a single apartment.

Estimates of traffic generation for the serviced apartments have been based on a rate published for 'business hotels' in the American Institution of Transportation Engineers Trip Generation given that no rate is given in RMS's Guide to Traffic Generating Developments. The proposed development would generate the following rates:

- **AM peak hour:** 13 vehicle trips IN and 19 vehicle trips OUT (32 vehicle trips in total).
- **PM peak hour:** 19 vehicle trips IN and 13 vehicle trips OUT (32 vehicle trips in total).
- **Daily:** 193 vehicle trips IN and 193 vehicle trips OUT (386 vehicle trips in total).

The potential increase in traffic due to the development includes:

- **Castlereagh Street:**
  - Southbound during the AM peak hour/northbound during the PM peak hour: 12 vehicles.
  - Northbound during the AM peak hour/southbound during the AM peak hour: 7 vehicles.
- **Coreen Avenue:**
  - Southbound during the AM peak hour/northbound during the PM peak hour: 8 vehicles.
  - Northbound during the AM peak hour/southbound during the AM peak hour: 6 vehicles.

The Traffic and Transport Report at **Appendix D** finds that the above traffic generation figures "will have a small impact on the surrounding road network. At a maximum of one additional vehicle every five minutes, this increase would not be distinguishable beyond normal day to day fluctuations in traffic".

## 5.2.2 PARKING

The serviced apartment building will be provided with 35 car park spaces. One space shall be allocated for the serviced apartment building manager and one for the proposed café. This leaves a sum of 33 car parking spaces for the serviced apartment guests.

The parking rates for Penrith City Centre and North Penrith are a maximum rate. Further, the objectives of the DCP's parking controls focus on the provision of car parking that is consistent with transit oriented development. The proposed development is entirely consistent with the parking controls and objectives.

Nonetheless, the Traffic and Transport Report at **Appendix D** states:

The amount of parking provided for the site takes into consideration the following:

- The site for the serviced apartment building has been selected for its convenient access to train and bus services and Penrith CBD. A serviced apartment operator (Quest) working in partnership on the project has advised that based on their experience with similar facilities around Sydney and interstate, the number of spaces provided will match demand.
- The adopted North Penrith Development Transport Mobility and Accessibility Plan envisaged a car driver mode share for all trips of 46% to 47%.
- The serviced apartment operator has advised that typical weekly peak occupancy is 80%. They also advised that 50% of the attached rooms are likely to be let as a single apartment.

Applying these typical rates to the 108 rooms/61 apartments, the number of parking spaces required for guests is 32. The following figure shows the proposed development's parking demand.

FIGURE 12 – PARKING DEMAND

ROOMS	NUMBER OF GROUPS AT FULL OCCUPANCY	WITH 80% WEEKLY PEAK OCCUPANCY	CAR DRIVERS – ASSUMING 47% MODE SHARE
Single rooms	14	11.2	5.3
Adjoining rooms rented together (approx.. 50% of adjoining rooms)	23 (46 individual rooms)	18.4	8.6
Adjoining rooms rented separately	48	38.4	18.0
<b>Total</b>	<b>85 (108 individual rooms)</b>	<b>68.0</b>	<b>32.0</b>

Source: Parsons Brinckerhoff

Further, as stated in the Traffic and Transport Report:

“The parking allocated provides sufficient space for the serviced apartments based on a first principles assessment, and meets the demand based on experience from other serviced apartments. It would also meet the DCP requirements of other Councils which have rates for serviced apartments. As a maximum rate for parking in Penrith City Centre, the parking provided complies with the DCP”.

Accordingly, the proposed serviced apartment will have adequate onsite parking provision to meet the expected demand.

### 5.2.3 ACCESS

Access is gained via the rear laneway from Engineers Place and will be one-way southbound for vehicles adjacent to the development. This access arrangement is consistent with the requirements of the *North Penrith Design Guidelines*.

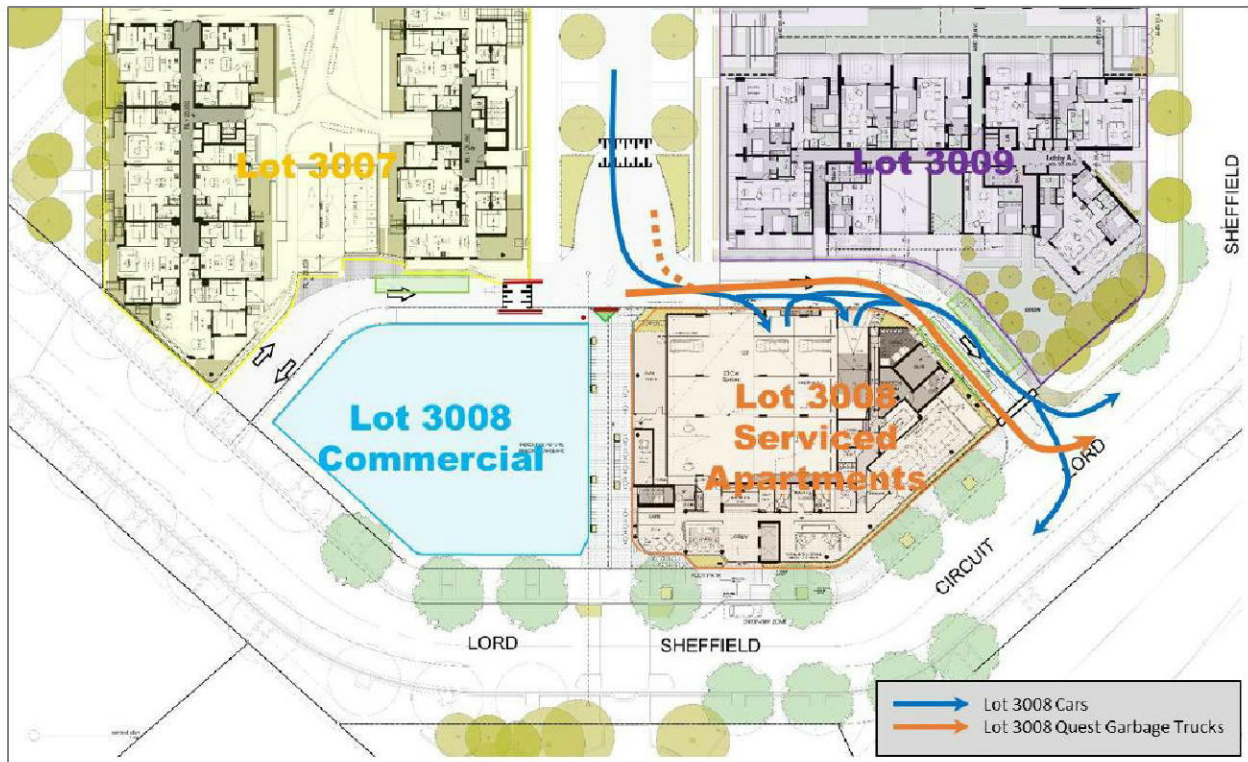
The design and arrangement of the rear laneway includes:

- 6m width with adequate space for cars to enter and exit from the driveways of surrounding sites.
- Separate ground floor and first floor entry/exit to the proposed car park on the eastern side.
- A space for garbage collection on the western side of laneway.

The laneway would accommodate two-way movement at its northern end to provide access to Lot 3007 and the northern portion of Lot 3008. Immediately south of the Lot 3007 Driveway, it would be restricted to one-way for southbound vehicles. Vehicles accessing the serviced apartment site would enter the laneway from Engineers Place and then turn into either the ground floor driveway or first floor driveway. Departing the site, vehicles would turn right into the laneway and proceed south to Lord Sheffield Circuit.

**Figure 13** illustrates the access arrangements of the rear laneway.

FIGURE 13 – LANEWAY ACCESS ARRANGEMENT



Source: DKO Architects, Parsons Brinckerhoff

#### 5.2.4 SERVICING AND WASTE COLLECTION

A waste collection space is proposed in the rear laneway, in proximity to the bin storage room, which removes the need for waste collection staff to cross any driveways or the laneway. The space shall be signposted to eliminate other trucks using the space.

The space is located adjacent to the waste collection and removalist space for Lot 3009. If it ever occurred that trucks occupied both spaces at the same time, there would be a temporarily period where there would be insufficient space available for a car to pass. However, the blockage would be for a very short period (1–2 minutes) before the truck in the Lot 3008 serviced apartment space moves on. This situation is the same as numerous narrow laneways in Sydney, and is not considered unreasonable. Garbage collection for the serviced apartment site would be coordinated outside of residential garbage collection times.

### 5.3 WASTE MANAGEMENT

A Waste Management Plan (WMP) has been prepared by Elephants Foot and covers the ongoing management of waste generated by the proposed development. The following matters were raised as matters of consideration at the pre-lodgement discussions:

- Serviced apartments will generate 3,780L of waste and 756L of recycling weekly.
- 2x1,100L waste bins (collected 2 times per week) and 1x1,100L recycling bin (collected 2 times per week) are provided in the bin room.
- 3x240L waste and 2x240L recycling for the café is also provided in the bin room.
- Cleaning staff will service rooms on a daily basis and remove garbage and recycling items which are stored on the cleaning trolley/s; sorted garbage and recyclable items will be transported to the hotel garbage room at the end of each cleaning shift and bagged garbage placed into the 1100L collection bins and any recycling items (comingle) into 1100L collection bins. Full bins will be transferred to the



loading area on basement level for servicing by the appointed waste services collector according to the agreed collection schedule negotiated at the time of signing the service agreement.

- It is noted that if broken furniture items require replacement, the relevant apartment hotel room is unable to be 'sold' and will therefore be used as storage until the item is replaced. The furniture contractor will remove the redundant item and replace with the new item in one delivery transaction. Deliveries take place during the week and are managed by apartment hotel maintenance staff.

If smaller items are required to be stored prior to collection the dry/storage area on ground level will be utilised.

Refer to the Waste Management Plan at **Appendix F**.

## 5.4 ACOUSTICS

IGS conducted an Acoustic Assessment (**Appendix E**) to assess the impact on the amenity of future occupants from noise and vibration levels generated by train movements on the Western Railway Line and traffic noise generated by traffic along surrounding roadways. IGS have provided a set of recommendations that if implemented and adhered to the proposed development will comply with relevant acoustic criteria.

## 5.5 STORMWATER

A proposed stormwater management plan is submitted with the application which connects to this surrounding infrastructure. The stormwater plans demonstrate that the proposed design is considered acceptable having regard to Council controls and guidance for stormwater management.

Details of the proposed stormwater connections associated with the application are provided in the Stormwater Plans and Reports attached at **Appendix I**.

## 5.6 CONTAMINATION

Prensa undertook an Environmental Site Assessment comprising a desktop review, site walkover, intrusive investigation and laboratory analysis in order to:

- Identify whether significant soil contamination exists that may preclude the proposed future use of the site – to satisfy SEPP 55, and
- To classify fill and natural soil in-situ for offsite disposal.

The Environmental Site Assessment is attached at **Appendix J** and finds:

*Based on visual and olfactory observations made during a site walkover, site history review and analytical results reported, it can be concluded that:*

- *The potential for significant contamination associated with the historical and current use of the site, in light of the proposed future commercial uses, is considered to be low,*
- *The storage of the temporary stockpiles of sandy clay and bitumen at the site are also not considered to preclude the proposed future commercial uses of the site once removed,*
- *The fill across the site is classified as General Solid Waste and may be suitable for disposal as resource recovery to an appropriately licensed facility, and*

*The natural soil across the site is classified as Virgin Excavated Natural Material (VENM), which is pre-classified in NSW EPA Waste Classification Guidelines as general solid waste. Furthermore, VENM can be accepted at an appropriately licenced resource recovery yard.*

## 6 Section 79C Assessment

The following assessment is made pursuant to Section 79C of the *Environmental Planning and Assessment Act 1979* (the Act).

### 6.1 ENVIRONMENTAL PLANNING INSTRUMENTS

The proposal is consistent with all relevant environmental planning instruments as outlined at **Section 4.2** and **Section 4.3**.

### 6.2 DRAFT ENVIRONMENTAL PLANNING INSTRUMENTS

There are no draft environmental planning instruments applicable to the site.

### 6.3 DEVELOPMENT CONTROL PLAN

The proposal is generally consistent with the relevant provisions set out under Penrith DCP 2014. Any inconsistency is discussed and justified at **Section 4.4**.

### 6.4 PLANNING AGREEMENT

There is no planning agreement currently in place.

### 6.5 REGULATIONS

There are no matters prescribed by the regulations which relate to this proposal.

### 6.6 LIKELY IMPACTS OF THE DEVELOPMENT

An assessment of the likely social, environmental and economic impacts anticipated from the proposed development is provided at **Section 5** of this report. In summary, the proposal:

- Is an outstanding addition to the built environment of North Penrith given the highly visible nature of the site located adjacent to Station Plaza and exhibits design excellence as defined by Clause 8.4 of the LEP because:
  - A high standard of architectural design is evident in relation to building forms together with the composition and detailing of facades.
  - Building forms and the composition of facades respond to local contextual considerations, and would achieve a high degree of compatibility with their surroundings as well as contributing to high quality streetscapes.
  - Having regard for the Thornton masterplan layout and permissible building heights, proposed building forms would not compromise any view corridors.
  - The proposed development would complement surrounding high density residential and mixed uses which have been approved, or which are the subject of current development applications, or which are anticipated in response to the Thornton master plan.
  - The development concept includes public domain improvements in the form of a pedestrian laneway together with the landscaping of perimeter and overhead areas.
  - No adverse impacts are evident in relation to surrounding streets and public places, or in relation to neighbouring land uses, properties or developments.

- Will only result in a minor impact on the surrounding road network. At a maximum of one additional vehicle every five minutes, this increase would not be distinguishable beyond normal day to day fluctuations in traffic.
- Will have adequate onsite parking provision to meet the expected demand.
- Will have adequate provision for onsite waste storage and collection.
- Is able to comply with relevant acoustic criteria.
- Includes stormwater and water quality infrastructure to ensure wastewater and stormwater is managed affectively and in accordance with relevant standards.
- The site can be made suitable for the proposed residential use subject to the implementation of the recommendations provided in the Environmental Site Assessment.

## 6.7 SUITABILITY OF THE SITE

The site is considered suitable for the proposed development for the following reasons:

- The site is specifically zoned B2 Local Centre in which serviced apartment development is permissible with consent.
- Remediation work has been undertaken to make the site suitable for residential development.
- Given that the site is located within an established area, existing essential services are available to the site including water, sewer, electricity, gas and telecommunications.
- The site is well serviced by public transport providing access to Sydney CBD and other surrounding locations.

Therefore, the proposal is considered to be consistent with the public expectation for development in the locality.

## 6.8 SUBMISSIONS

It is understood the proposal will be publicly notified. Any submission based upon relevant town planning matters pursuant to Section 79C of the *Environmental Planning & Assessment Act 1979* should be considered in the assessment of the proposal.

## 6.9 PUBLIC INTEREST

The proposal is in the public interest for the following reasons:

- It has been designed to relate to the characteristics of the site and to the existing and likely future development on adjoining properties.
- Given the proximity to Penrith Train Station the proposal advances transit orientated development.
- It is been designed to minimise adverse impacts on surrounding properties.
- A number of public domain improvements are proposed to enhance the immediate locality.
- The proposal achieves a high level of planning policy compliance.

## 7 Conclusion

This Statement of Environmental Effects has been prepared to accompany a development application for a serviced apartment building located at Lot 3008 DP1184498 in Thornton North, Penrith.

The proposed development comprises an eight storey serviced apartment building, including:

- 14 one bedroom apartments and 47 dual key apartments (61 serviced apartments/108 keys),
- Reception and lobby area, gymnasium (approx. 49sqm) and conference room (approx. 84sqm) to be used by guests, and a café (approx. 33sqm), and
- Associated landscaping and public domain works.

The compelling reasons why a positive assessment and determination of the project should prevail are summarised below:

- The built form and architectural presentation of the proposed serviced apartment building contributes to the built environment of North Penrith by providing a well-articulated and interesting design response to a spatially constrained site.
- The through site link offers permeability to the North Penrith precinct and experiential interest through the provision of suspended landscaping and artwork. Whilst the ground floor of the proposed building is activated with floor-to-ceiling glazing looking through to active uses.
- Council's Urban Design Review Panel member has found the proposed development exhibits design excellence as per the LEP definition.
- The function aspects of the design has been the subject of ongoing dialogue and discussion with Council, which has resulted in a design that meets Council's satisfaction whilst meets the functional and operational requirements of Quest.
- The proposed provision of onsite car parking, waste storage and collection facilities and access arrangements has been designed to meet Council's requirements as per all pre-lodgement discussions.
- The proposal is found to be in the public interest and is suitable for the site.

Having considered all the relevant matters, we conclude that the proposal represents a sound development outcome that upholds the vision for the precinct. The proposal therefore is considered worthy of support.



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## Appendix A

## Survey Plan

## Appendix B

## Architectural Drawings

## Appendix C

## Landscape Drawings



## Appendix D

## Traffic and Transport Report

## Appendix E

## Acoustic Report

## Appendix F

## Waste Management Plan

## Appendix G

## Access Report

## Appendix H

## BCA Assessment Report

## Appendix I

# Stormwater Management Plans and Report

## Appendix J

# Environmental Site Assessment Report

## Appendix K

## Design Excellence Statement



## Appendix L

## Cost Report

## Appendix M

## Design Competition Waiver from Government Architects Office



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