



Statement of Environmental Effects

Proposed Shade Sails for Existing Car Park

19-31 Town Terrace, Glenmore Park Lot 9100 DP 1022720

June 2019

Village Fair Glenmore Park Pty Ltd

Statement of Environmental Effects

Statement of Environmental Effects prepared by:

Name: Warwick Stimson
Qualification: Bachelor of Arts (Geography and Planning) (UNE)
Address: Stimson & Baker Planning
Suite 5
488 High Street
Penrith NSW 2750

Client and Land Details

Client: Village Fair Glenmore Park Pty Ltd
Subject Site: Lot 9100 DP 1022720, 19-31 Town Terrace, Glenmore Park
Proposal: Proposed Shade Sails over existing car park



Warwick Stimson RPIA
Director



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1 Introduction

1.1 Project Overview

Stimson & Baker Planning has been engaged by Village Fair Glenmore Park Pty Ltd to prepare a Statement of Environmental Effects in relation to a proposed erection of shade sails over the existing car park on the property known as 19-31 Town Terrace, Glenmore Park.

The proposed development includes the construction of the supporting framework and the installation of the shade sails within the existing car park. The structures will be made off site and then transported to the site for installation.

The site is zoned *B2 Local Centre* under *Penrith Local Environmental Plan 2010* with the proposal being permissible with consent.

It is noted that the consent for DA14/0765 requires, by way of a condition, the installation of a covered pedestrian link between the two main building forms within the Centre. This application will result in that link being provided adjacent to the existing community centre.

The proposal is defined as *development* in Section 4 of the *Environmental Planning and Assessment Act 1979* (EPA Act). 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 4.15 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 4.15 Assessment – provides an assessment against section 4.15 of the EPA Act.
- Section 6: Conclusion and Recommendation – summarises the report and presents a recommendation.

1.3 Supporting Documentation

The proposed is accompanied by the following documentation:

Documentation	Prepared by
Architectural Drawings	Building on Visions Pty Ltd

1.4 Legislation, Environmental Planning Instruments and Policies to be considered

- *Penrith Local Environmental Plan 2010*
- *Penrith Development Control Plan 2014*

1.5 Consent Authority

The consent authority for this application is Penrith City Council.

2 The Site and Surrounds

The subject site and its surrounds have the following characteristics.

Site Address	19-41 Town Terrace, Glenmore Park
Lot/DP	Lot 9100 DP 1022720
Site Area	Approximately 7,500sqm
Local Government Area	Penrith City Council
Zoning	B2 Local Centre
Current Land Use	Car Parking
Proposed Land Use	No Change
Surrounding Land Uses	Glenmore Park Shopping Centre
Topography	Approximate 5m downward slope from SW corner to NE corner
Terrestrial Biodiversity	Not mapped in LEP
Vegetation	Not mapped in LEP
Heritage	Not mapped in LEP
Flooding/Overland Flow	Not mapped in LEP
Bushfire	Not mapped in LEP



Figure 1 Subject Site - Aerial

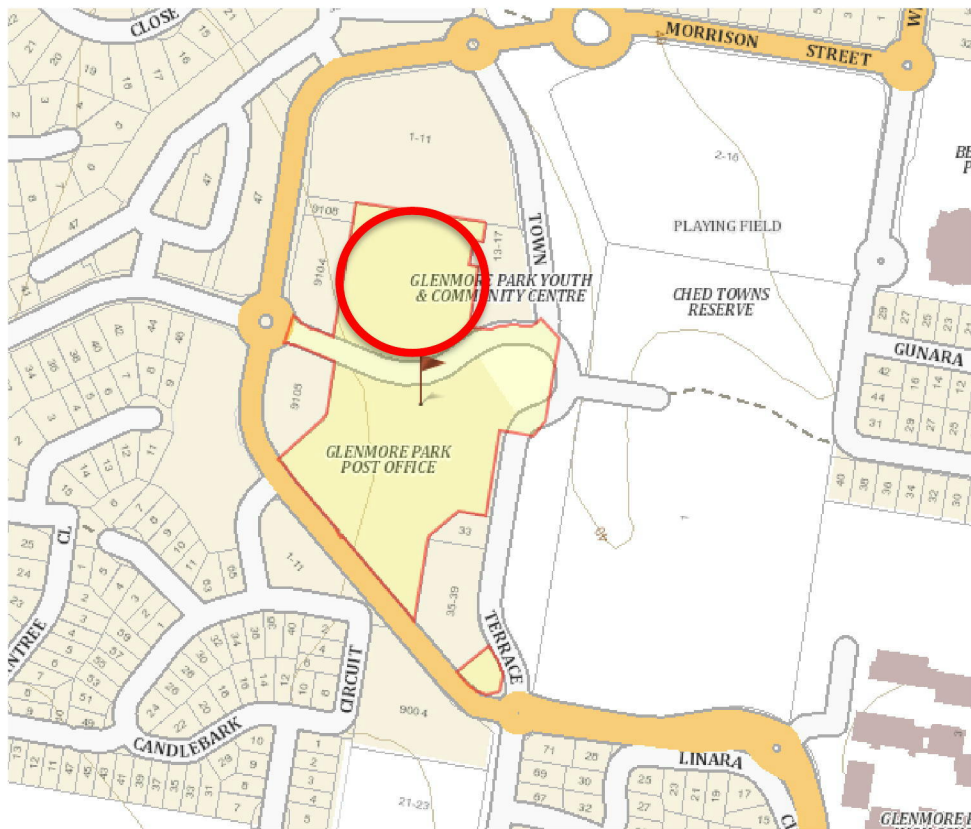


Figure 2 Subject Site - Cadastre

3 Project Description

3.1 The Proposed Development in Detail

The owner of the Centre has identified a need for shade sails across the existing car park. Primarily proposed to provide shade and comfort to shoppers at the Centre, the proposal is similar to shade sails commonly seen at other shopping centres.

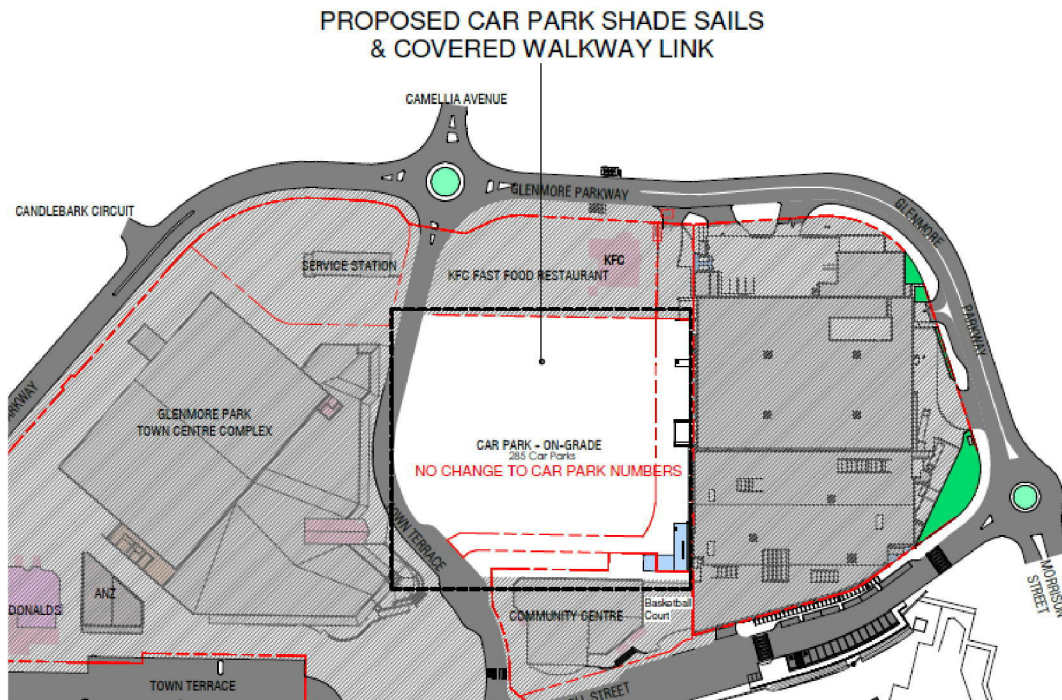


Figure 3 Extract from submitted plans

Detailed in the accompanying plans, the sails are proposed to be installed to cover the majority of car parking spaces in the central portion of the car park. Some 178 spaces (inclusive of four trolley return bays) out of a total 285 spaces are proposed to be covered.

Additionally, it is proposed to construct shade sails over the walkway linking the northern and southern retail buildings, immediately adjacent to the Council owned community building.

3.2 Built Form

The shade sails will be supported by steel frame with a galvanised finish. Fixed to the ground between the parking spaces. The frame will extend upwards, and then 'umbrella' over the car parking spaces for the majority of each space's length. A premium shade cloth would be used to cover the frame.

Lighting is also proposed under the frame, to assist with illumination at night.

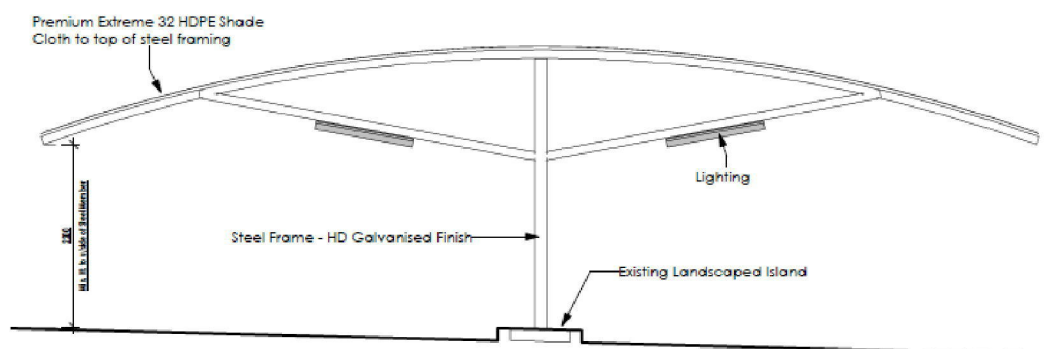


Figure 4 Proposed Section

3.3 Relationship to DA14/0765

The consent (DA14/0765) issued by Council granting approval for Stage 2 of the centre's development contains a condition requiring a covered pedestrian link to be provided between the two main building forms within the Centre. This application will satisfy that condition by providing the covered pedestrian link immediately adjacent to the existing Council-owned community building.

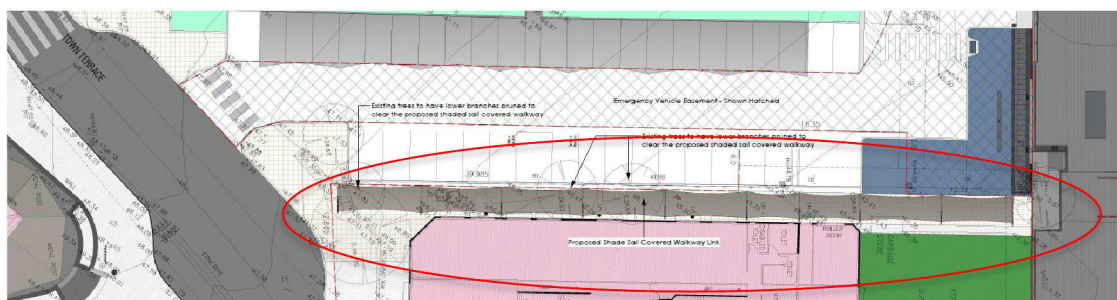


Figure 5 Proposed covered pedestrian link

3.4 Vehicular Elements

No changes are proposed to the existing car parking layout, or numbers of same.

3.5 Landscaping and Open Space

No changes are proposed in this regard.

3.6 Hours of Operation and Employee Numbers

No changes are proposed to the existing approval aspects of the Glenmore Park Shopping Centre.

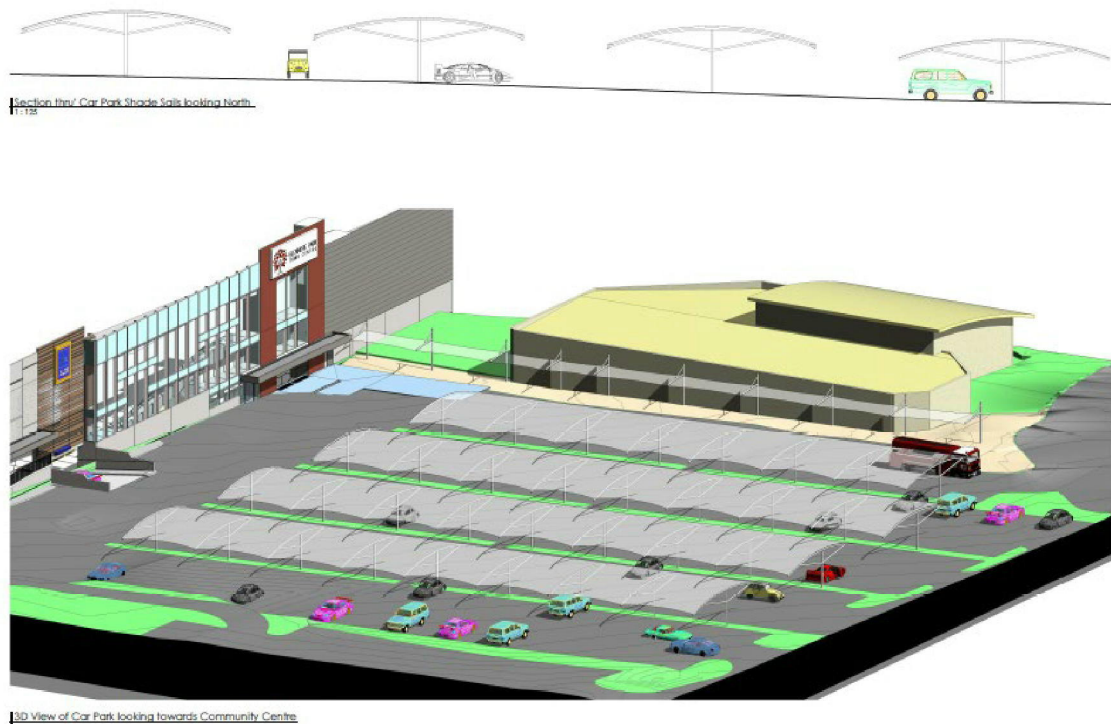


Figure 6 Perspectives within submitted plans

3.7 Stormwater Drainage

No changes are proposed to the existing drainage arrangements.

3.8 Utilities

The site is appropriately serviced to accommodate the proposed use.

3.9 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.

3.10 Impacts of Existing Trees

There are two trees that will require some minor pruning of lower branches, located adjacent to the Council-owned community building. The pruning is considered minor and could be accommodated in any conditions of approval.



Figure 7 Trees requiring minor pruning

4 Statutory Context

The applicable statutory planning instruments and relevant guidelines have been considered below.

4.1 Sydney Regional Environmental Plan No 20 – Hawkesbury Nepean River

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

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

4.2 Penrith Local Environmental Plan 2010

The Penrith LEP is the main environmental planning instrument applicable to the subject site. 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.*

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

The subject site is zoned *B 2 Local Centre* with the following zone objectives applying to that zone.

- *To provide a range of retail, business, entertainment and community uses that serve the needs of people who live in, work in and visit the local area.*
- *To encourage employment opportunities in accessible locations.*
- *To maximise public transport patronage and encourage walking and cycling.*
- *To provide retail facilities for the local community commensurate with the centre's role in the local and regional retail hierarchy.*
- *To ensure that future housing does not detract from the economic and employment functions of a centre.*

- To ensure that development reflects the desired future character and dwelling densities of the area.

The proposed development is consistent with the objectives of the zone in that:

- The proposal will contribute to the amenity of the existing Centre.
- The proposal will not negatively impact on the centre or the locality.
- The proposal is an addition to the existing retail facilities on the site.

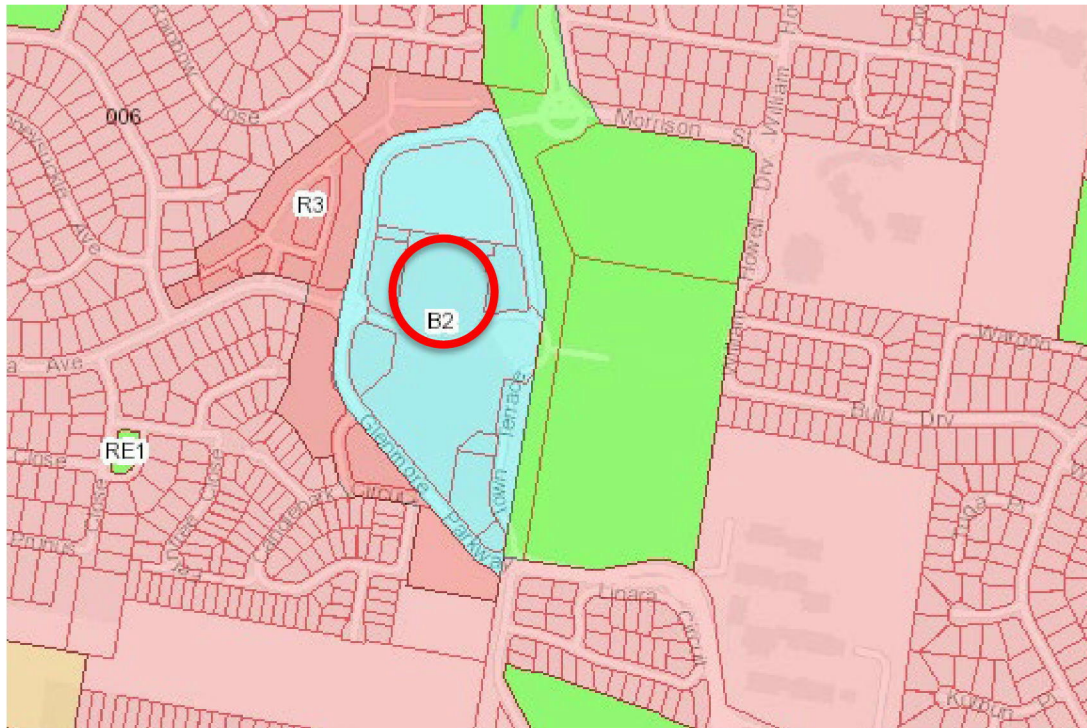


Figure 8 Land use zoning map

The proposed shade sails are considered to be ancillary to the shopping centre and therefore permissible with consent.

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

Part 4 Principal Development Standards:				
Standard		Permitted	Proposed	Comment
4.1	Minimum subdivision lot size:	N/A	N/A	
4.2	Rural Subdivision:	N/A	N/A	
4.3	Height of Buildings:	15m	<15m	Complies
4.4	Floor Space Ratio	N/A	N/A	

Part 5 Miscellaneous Provisions		
Provision		Comment
5.1	Relevant acquisition authority	N/A
5.2	Classification and reclassification of public land	N/A
5.3	Development near zone boundaries	N/A
5.4	Controls relating to miscellaneous permissible uses	N/A
5.6	Architectural roof features	N/A
5.7	Development below mean high water mark	N/A
5.8	Conversion of fire alarms	N/A
5.10	Heritage conservation	N/A
5.11	Bush fire hazard reduction	N/A
5.12	Infrastructure development and use of existing buildings of the Crown	N/A
5.13	Eco-tourist facilities	N/A
5.14	Siding Spring Observatory—maintaining dark sky	N/A
5.15	Defence communications facility	N/A
5.16	Subdivision of, or dwellings on, land in certain rural, residential or environment protection zones	N/A
5.17	Artificial waterbodies in environmentally sensitive areas in areas of operation of irrigation corporations	N/A
5.18	Intensive livestock agriculture	N/A
5.19	Pond-based, tank-based and oyster aquaculture	N/A

Part 7 Additional Local Provisions		
Provision		Comment
7.1	Earthworks	N/A
7.2	Flood planning	N/A
7.3	Development on natural resources sensitive land	N/A
7.4	Sustainable Development	N/A
7.5	Protection of scenic character and landscape values	N/A
7.6	Salinity	N/A
7.7	Servicing	N/A
7.8	Active street frontages	N/A
7.9	Development of land in flight path of proposed Second Sydney Airport	N/A
7.10	Dual occupancies and secondary dwellings in certain rural and environmental zones	N/A
7.11	Penrith Health and Education Precinct	N/A

7.12	Maximum gross floor area of commercial premises	N/A
7.13	Exhibition homes limited to 2 years	N/A
7.14	Cherrywood Village	N/A
7.15	Claremont Meadows	N/A
7.16	Glenmore Park Stage 2	N/A
7.17	Dwelling houses on certain land in Castlereagh, Cranebrook, Llandilo, Londonderry, Kemps Creek and Mulgoa	N/A
7.18	Mulgoa Valley	N/A
7.19	Villages of Mulgoa and Wallacia	N/A
7.20	Orchard Hills	N/A
7.21	Twin Creeks	N/A
7.22	Waterside Corporate	N/A
7.23	Location of sex services premises and restricted premises	N/A
7.24	Sydney Science Park	N/A
7.25	Warehouses and distribution centres on land zoned B7 Business Park	N/A

4.3 Penrith Development Control Plan 2014

The following assessment has been made in respect of the relevant development controls within the DCP.

Penrith Development Control Plan	
E- Key Precincts	Comment
E7 Glenmore Park – Stage 1	
7.2.2.2 Character of the Glenmore Park Local Centre	
The main principles of the Glenmore Park Town Centre are:	
<ul style="list-style-type: none"> a) The desire for a Town Centre with a “heart”. b) The Town Centre needs to have its own identity. c) The Town Centre is the hub or focus for the local Glenmore Park community d) Desire for a distinctive and proportioned, attractive, safe ‘main street’ character. e) Provide facilities sufficient to serve its residents. f) The Town Centre is a place to serve the entire community of Glenmore Park. 	The proposal is consistent with these principles.
Importantly, however, the form and location of the development will change over time in response to changing needs. This Part of the Section responds to the growth and changing demands of Glenmore Park and its community over time.	The proposed sails would provide welcome relief from weather elements, providing additional amenity for shoppers.
While the centre is referred to as a “Local Centre” in the DCP, it is known as a “Town Centre” by the local community.	

Town Square

The Town Square is to be the primary urban public focal point of the GPLC. It is to be a vibrant, active town square with links to both business as well as community facilities. The Town Square should be a pedestrian zone characterised by activity around its perimeter, pleasant micro climate including weather protection at its edges, comfortable seating with distinctive landscaping and public artwork, access to food and toilets and be conveniently located for as many people as possible. Its design needs to be flexible enough to accommodate special community events with or without closing the vehicular traffic or disrupting the dominant existing pedestrian flows and paths.

N/A

7.2.4 Land Use Controls

C. Controls

1) This section allows flexibility for the location of uses, except as follows:

- a) Development along the Main Street and the Town Square should have active retail premises on the ground floor such as café, restaurants and shop fronts.
- b) Development along the Luttrell Street frontage should, where possible, be used for community services, offices and retail purposes to activate Luttrell Street.
- c) Future land uses on the site are to complement and extend the range of the existing activities within the centre.
- d) The Main street is to be primarily a high quality vibrant pedestrian oriented street, which allows for local access to both public transport options, taxis, cyclists as well as a limited amount of short term parking for shoppers on both sides of the street.

N/A

N/A

N/A

N/A

7.2.5 Built Form Controls

7.2.5.2 Objectives

In addition to the general objectives of this Part, the controls in this section aim to:

- a) Establish an appropriate scale, bulk and form of buildings.
- b) Achieve active street frontages where appropriate.
- c) Provide for pedestrian comfort and protection from weather conditions.
- d) Define the public domain area and make these accessible.
- e) Ensure that new development makes a positive contribution to the streetscape or public domain.
- f) Encourage high quality architectural and innovative design for all buildings and ensure that there is a comprehensive suite of street furniture elements to compliment the architecture.
- g) Encourage use of quality and durable materials.
- h) Provide for quality public domain to contribute to the amenity of the town centre and a sustainable urban environment.
- i) Ensure the design of buildings considers the surrounding residential amenity and responds accordingly to the amenity of the surrounding residential precinct without reducing the quality of that existing amenity.

The proposed sail will represent an additional visual element in the landscape, but not an unexpected one in this setting. The design proposed is consistent with other approved sails across the LGA. Importantly they will contribute to the amenity enjoyed by shoppers.

7.2.5.3 Street Setbacks and Building Alignment

C. Controls

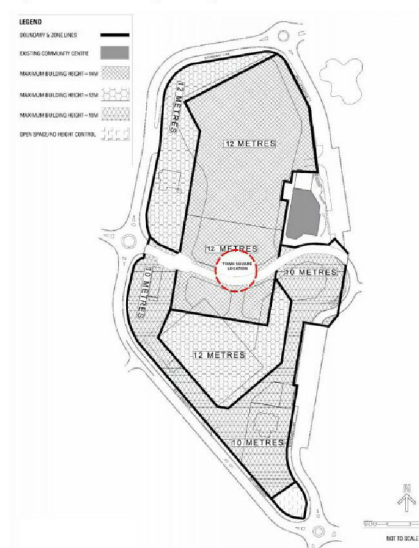
- | | |
|--|----------|
| 1) Setbacks are to be generally consistent with those shown in Figure E7.5. Architectural features and other projections such as car park ramps which may encroach into this setback area are subject to appropriate design guidance by council officers and assessment. | Complies |
| 2) Glenmore Parkway should have a minimum 3m setback to be consistent with the existing setback with a minimum average setback of 6m. | Complies |
| 3) Luttrell Street should have a variable setback with a minimum zero setback to create an active edge, where appropriate. | Complies |
| 4) Buildings along the Main Street and in the Town Square should be constructed to the front street alignment to create an active edge. | Complies |
| 5) Long continuous walls and facades are to be avoided. All walls, particularly those addressing the peripheral road boundary, are to incorporate architectural design treatments to reduce the visual mass and bulk. | Complies |
| 6) Development must demonstrate that it does not adversely impact on the adjoining community centre. Figure E7.6 illustrates the relationship of new buildings located to the rear of the community centre. | Complies |

7.2.5.4 Building Height Controls

C. Controls

- | | |
|--|----------|
| 1) New buildings should comply with the relevant maximum heights as shown on Figure E7.7. | Complies |
| 2) Other building elements including plant or roof top treatment, may exceed the height controls provided that the consent authority is satisfied that the specific elements either represents a positive addition to the streetscape or the element won't be visible from the public realm and/or is generally screened from view from the street level within the public domain. | N/A |
| 3) Proposals for buildings that exceed the specified heights must demonstrate through an urban design analysis that the built form outcomes will be consistent with the built form objectives of this Section of the DCP. | N/A |

Figure E7.7 – Height diagram



7.2.5.5 Building Exteriors

C. Controls

- | | |
|---|-----|
| 1) Articulate exterior facades to provide visual interest. | N/A |
| 2) External walls should be constructed of high quality and durable materials and finishes. | N/A |
| 3) To assist articulation and visual interest, avoid large expanses of any single material. | N/A |
| 4) Maximise glazing for retail uses but break glazing into modulated rhythmic sections to avoid long expanses of glass. | N/A |
| 5) Ensure that reflections from building materials that may negatively impact on the surrounding residential precinct's amenity are avoided. | N/A |
| 6) Encourage the use of display windows that are regularly rearranged/ designed during afterhours and evening time. | N/A |
| 7) Long continuous walls are to incorporate design treatments to reduce the visual mass and bulk by a variety of architectural and design treatments including landscaping. | N/A |
| 8) Rooftop plant and equipment are to be integrated into building/roof forms or screened in a manner compatible with the building design and to minimise visual and acoustic impacts. | N/A |
| 9) Roof forms are to be visually interesting, well-proportioned and consist of good quality, non-reflective, neutral toned and coloured material. | N/A |

7.2.5.6 Interface with Residential Areas

C. Controls

- | | |
|---|-----|
| 1) New development of the site must not significantly diminish the amenity of residents on Glenmore Parkway. | N/A |
| 2) Loading/unloading areas and access to underground parking should be designed to minimise noise and amenity impacts on adjacent residents. | N/A |
| 3) Loading/unloading areas are to be integrated into the design of the development with consideration of visual and landscaping screening as appropriate. | N/A |
| 4) Provide quality architectural treatment to all external sides of the site. | N/A |
| 5) Where vehicular service areas are above ground, implement noise reducing design elements, e.g. solid berm earth walls and /or acoustic wall panels. | N/A |

7.2.5.7 Landscape Design

C. Controls

- | | |
|---|-----|
| 1) New development along all external boundaries shall incorporate landscaping that screens or softens building elements and spaces from the surrounding residential precincts | N/A |
| 2) Landscaping treatments along with improved pedestrian amenity shall be integrated into the design of new entry points and gateways from the surrounding street network to the town centre. | N/A |
| 3) Recycled and re-used water should, where possible, be used to irrigate new landscaped areas. | N/A |
| 4) The use of plants with low water consumption characteristics is encouraged. | N/A |

5) Street furniture and other public domain elements are integrated into the design of all public spaces and may include:	N/A
a) Seats	
b) Litter bins	
c) Lighting	
d) Street and information signs	
e) Bicycle racks	
f) Planter boxes	
g) Other items suitable to the function of each public space	
h) Shade structures	
i) Awnings	
j) Water features	
k) Public art	
6) Provide deep soil zones for landscape areas.	N/A
7) Landscape is integrated with public and street lighting to not diminish the effectiveness of existing lighting.	N/A
8) Minimise changes in level and enhance access for those who may be disabled.	N/A
9) Embrace Universal design initiatives.	N/A
10) Ensure landscape enhances views and vistas to and from the town centre's open spaces contributing to passive surveillance and providing visual vitality to the overall streetscape.	The proposed sails will not be an obtrusive visual element when viewing the Centre from the public domain.
11) The width of the main street (east-west link) is to be in accordance with Figure E7.8.	N/A

7.2.5.8 Public Domain

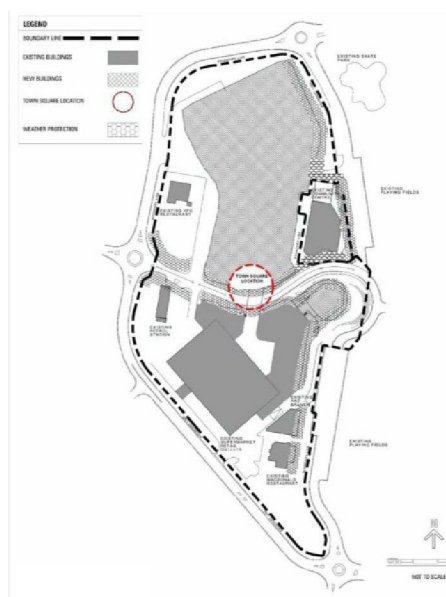
1) Pedestrian Amenity and Weather Protection

C. Controls

1) Weather protection is to be provided for all new development as indicated in Figure E7.9.	N/A
2) The design of new development should consider where practical, the ability to incorporate weather protection measures from the existing centre to new centre and underground parking.	Complies
3) Weather protection must be consistent in appearance and relate to new or existing building facades.	The proposal is not inconsistent with the appearance of the Centre.
4) Provide under awning lighting to facilitate night use and to improve public safety.	Complies

Figure E7.9 Weather Protection East West Link

N/A



2) Pedestrian Access and Mobility

C. Controls

- | | |
|--|-----|
| 1) The design and provisions of facilities for accessibility including car parking must comply with Australian Standards AS1428. | N/A |
| 2) The development is to provide at least one main pedestrian entrance with convenient barrier free access to the ground floor and/or street level | N/A |
| 3) The development must provide visually distinctive accessible internal access, linking to building entry points and the public domain. | N/A |
| 4) Pedestrian access ways, entry paths and lobbies must use durable materials commensurate with the standard of the adjoining public domain (street) with appropriate slip resistant materials, tactile surfaces and contrasting colours and comply with the relevant Australian Standard. | N/A |
| 5) Pedestrian pathways are to accommodate adequate lighting and consistent style of way finding signage/graphics. | N/A |
| 6) Future development must maintain safe and unimpeded paths of travel from bus stops and existing pedestrian links and crossovers to the site. | N/A |
| 7) Any new development proposing basement car park shall make provision to connect the proposed and existing development. | N/A |

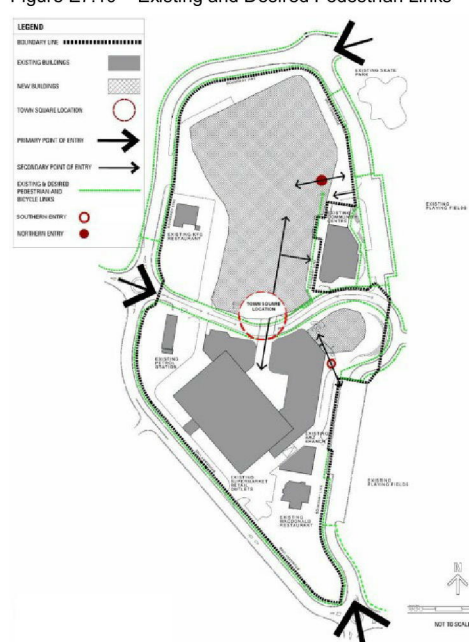
Permeability

C. Controls

- | | |
|---|-----|
| 1) Through site links are to be provided as indicated in Figure E7.10 | N/A |
| 2) New through site links should connect to existing through site links, arcades and pedestrian ways, where possible. | N/A |
| 3) Comprehensive way finding signage is to be provided throughout the site. | N/A |
| 4) Designated pedestrian routes are to be well designed incorporating the following elements, natural and artificial lighting, seating and other street furniture appropriate for public use. | N/A |

- | | |
|---|-----|
| 5) All entry points should be clearly visible from primary street frontages and enhanced as appropriate with awnings, building signage or high quality architectural features that improve clarity of building address and contribute to visitor and occupant amenity | N/A |
| 6) Provide safe and legible pedestrian access to and from car park. | N/A |
| 7) Future development is to provide safe pedestrian movement through the car park to the centre. | N/A |
| 8) New development along Luttrell Street (eastern) frontage to incorporate pedestrian links to the site in accordance with Figure E7.10. | N/A |
| 9) Improve existing links along the eastern terrace south of Main Street through to Luttrell Street | N/A |

Figure E7.10 – Existing and Desired Pedestrian Links

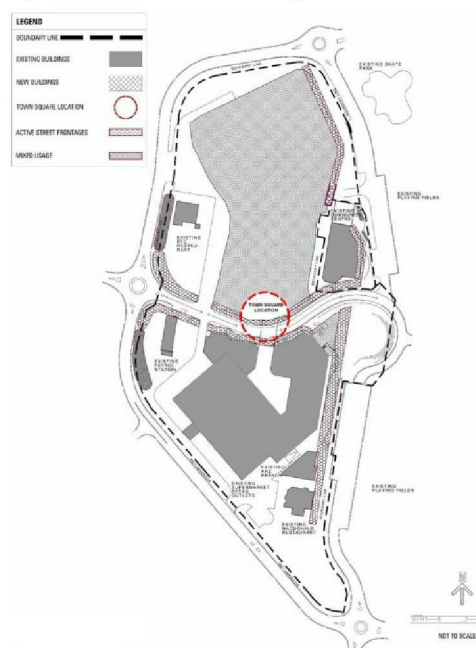


3) Active Street Frontages and Address

C. Controls

- | | |
|---|-----|
| 1) Active frontage uses are defined as one or a combination of the following at street level: | N/A |
| a) Entrance to a retail premises. | |
| b) Shop front. | |
| c) Glazed entrance to an active commercial premises located on the ground floor, such as reception. | |
| d) Café or restaurant if accompanied by an entry from the street | |
| 2) Active street frontages are to be located at the ground level of all buildings located in those areas shown in Figure E7.11. | N/A |
| 3) Only open grill or transparent security shutters are permitted to retail frontages or approved innovation. | N/A |
| 4) Restaurants, cafes and the like are to consider providing operable shop fronts. | N/A |

Figure E7.11 – Active street frontages



4) Internal Building Circulation Space

C. Controls

- 1) Pedestrian retail access paths are to: N/A
 - a) Be direct and publicly accessible during business trading hours.
 - b) Be designed as an accessible path for all persons.
 - c) Have active frontage on either side by the full length.
 - d) Have, where possible, access to natural light for part of their length and at all openings.
 - e) Where air conditioned, have clear glazed doors to at least 50% of the entrance.

7.2.6 Car Parking and Access

This section contains detailed objectives and controls on vehicular access and site facilities.

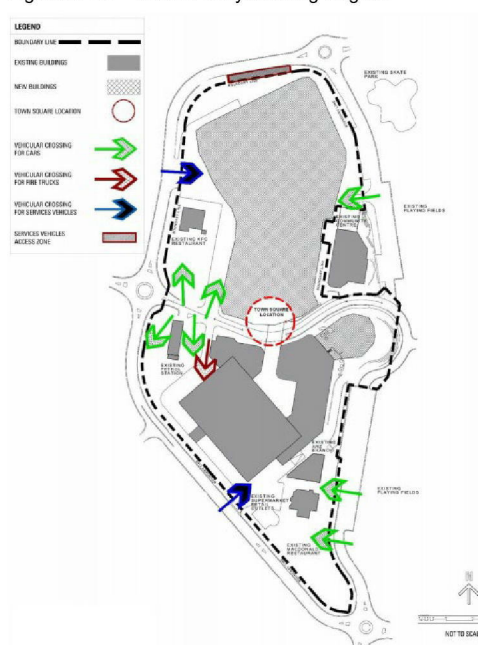
No changes are proposed to the car parking numbers or layout that exists on the site.

7.2.6.1 Vehicle Footpath Crossings and Driveways

C. Controls

- 1) Vehicle access points to the centre shall be provided generally in accordance with the Access Plan, shown on Figure E7.12 N/A
- 2) Vehicle access widths and grades are to comply with the Australian Standards N/A
- 3) Design of driveway crossings must be in accordance with Council specifications for Vehicle crossovers. N/A
- 4) The driveway threshold is to be designed to prevent ingress of stormwater. N/A
- 5) Vehicle entries are to have high quality finishes to walls and ceilings as well as high standard detailing. N/A
- 6) Vehicular driveways should be located wherever practical as follows: N/A
 - a) Setback a minimum of 6m from the tangent point in the kerb.
 - b) Located taking into account any services within the road reserve, such as power poles, drainage inlet pits and existing street trees.

Figure E7.12 – Vehicle entry/crossing diagram



7.2.6.2 Access, Servicing and Manoeuvring

C. Controls

- | | |
|---|-----|
| 1) All vehicles must be able to enter and leave the site in a forward direction without the need to make more than a three point turn. | N/A |
| 2) The final location for the ingress of large trucks to the northern boundary of the site from Glenmore Parkway is subject to detailed design and traffic analysis. | N/A |
| 3) Loading/unloading facilities are to be: | N/A |
| a) Separated from customer parking and circulation path of other vehicles. | |
| b) Integrated into the design of developments and screened from the street. | |
| c) Located away from circulation paths of other vehicles. | |
| d) Designed for commercial vehicle circulation and access complying with AS2890.2. | |
| 4) The Main Street is to be a traffic calmed roadway together with raised thresholds for pedestrian cross over points and a reduced speed limit. Vehicular traffic is to give way to pedestrian at the raised threshold location/s. | N/A |
| 5) Traffic calming devices are to be provided along the Main Street for safe pedestrian movement. | N/A |
| 6) Traffic calming devices are to be considered along Town Terrace to reduce speed and truck movements as appropriate. | N/A |
| 7) Generally, provision must be made for all vehicles, including emergency vehicles, to enter and leave the site in a forward direction. | N/A |
| 8) For large scale retail and commercial development, consultation is to occur with Westbus regarding future bus access routes to the site. | N/A |

7.2.6.3 On-Site Parking

C. Controls

- | | |
|---|-----|
| 1) Car parking is to be provided in accordance with the rates outlined in the Transport, Access and Parking Section of this Plan, unless it can be demonstrated that a lesser rate can still achieve sufficient parking provision to meet the needs of the shopping centre. | N/A |
| 2) Accessible car parking spaces are to be provided and designed in accordance with the requirements with the Building Code of Australia and AS2890. | N/A |
| 3) The car park and all its components including but not limited to driveway, aisle and ramp widths, ramp grades, and car space dimensions are to comply with the relevant Australian Standard (AS 2890.1 2004) – Parking Facilities – Off-Street Car Parking, as amended. | N/A |
| 4) Where possible, natural ventilation is to be provided to underground parking areas with ventilation grills and structures that are integrated into the overall façade of the development and located away from the primary street frontage. | N/A |
| 5) Short term parking is to be provided along one side of the Town Terrace east/west spine road. | N/A |
| 6) 4 Council car spaces and driveway access adjacent to community centre are to be retained and integrated into design. These spaces are to be dedicated parking spaces for the community centre. | N/A |
| 7) Proposals for basement parking areas are to be accompanied with a geotechnical report prepared by appropriately qualified professional and other supporting information to the Development Application. | N/A |

7.2.6.4 Site Facilities and Services

C. Controls

- | | |
|--|-----|
| 1) The provision of site facilities such as bicycle storage and associated amenities, toilets and parents change rooms, accessible toilets, public telephones and staff facilities are to be considered as part of any redevelopment of the site | N/A |
| 2) Air conditioning, service vents and other associated structures should be: | N/A |
| a) Located away from street frontages Penrith Development Control Plan 2014 E7 Glenmore Park E7-29 | |
| b) Located in a position where the likely impact is minimised | |
| c) Adequately set back from the perimeter wall or roof edge of buildings | |
| d) Where it is to be located on the roof it should be integrated into the roof scale design and in position where such facilities become a feature in the skyline at the top of the building. | |

7.2.7 Design Principles

7.2.7.1 Energy Efficiency

B. Controls

- | | |
|---|-----|
| 1) Integration of shading devices and ventilation of building faces where practical, in order to reduce solar energy loads at high luminance periods of the day. | N/A |
| 2) Using an architectural design to harness natural light into spaces where practical through integration of light wells, sky lights and voids to reduce lighting energy consumption. | N/A |

7.2.7.2 Water Management and Water Sensitive Urban Design

C. Controls

- | | |
|--|-----|
| 1) The following water saving measures to be incorporated into new development: | N/A |
| a) Water fixtures (low flow shower heads and taps, dual flush toilets, low flush/ water efficient urinals, etc.) are to be 3 stars (WELS Scheme) or better rated. | |
| b) Select water efficient plants and/ or, indigenous vegetation for landscape in accordance with Council's preferred species. | |
| c) Use non-potable water for watering new gardens and landscape features. | |
| 2) A Stormwater Management Plan is to be prepared that identifies how the quantity and quality of urban runoff from the site will be managed on the site as part of any major redevelopment of the centre. | N/A |

7.2.8 Waste Management

C. Controls

- | | |
|--|-----|
| 1) Development applications involving major demolition or construction works should include proposed waste management strategies. | N/A |
| 2) Such strategies could include any of the following: | N/A |
| a) Proposals for recycling and reuse of construction and demolition materials. | |
| b) Use of sustainable building materials that can be reused or recycled at the end of their life. | |
| c) Handling methods and location of waste storage areas, such that handling and storage has no negative impact on the streetscape, building presentation or amenity of occupants and pedestrians. | |
| d) Procedures for the on-going sustainable management of green and putrescibles waste, garbage, glass, containers and paper, including estimated volumes, required bin capacity and on-site storage requirements | |
| 3) Details of the management of waste by future tenants are to form part of the Waste Management Plan for any redevelopment of the centre. | N/A |
| 4) A Waste Management Plan for the site is to be implemented as part of any redevelopment of the site, in accordance with the Waste Management Section of this Plan. | N/A |

7.2.9 Safety and Security (Crime Prevention through Environmental Design)

C. Controls

- | | |
|---|-----|
| 1) For any large scale retail and commercial development an assessment is to be provided in accordance with the CPTED principles. | N/A |
| 2) Applicants should refer to the Site Planning and Design Principles Section of this Plan and address the CPTED principles in their development application. | N/A |

7.2.10 Site Topography

C. Controls

- | | |
|---|---|
| 1) Applicants must demonstrate how their design/ development respond to the natural topography and landform of the site, based on site analysis drawings. | The proposal is not of a scale that would create any undesirable visual impact. |
|---|---|

7.2.11 Other Controls

7.2.11.1 Town Square

C. Controls

- | | |
|---|-----|
| 1) Retail facades should be designed to activate the frontages to the Square both during and after hours. | N/A |
|---|-----|

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- | | |
|---|-----|
| 2) Two/three storey buildings are encouraged forming the edge of Town Square to provide a sense of enclosure. | N/A |
| 3) Development fronting the Town Square is to have active retail premises on the ground floor. | N/A |
| 4) Active uses including restaurants and cafés fronting the Town Square are encouraged, specifically after normal business hours e.g. restaurants/ cafes. Awnings and/or colonnades create a weather edge to the Town Square. | N/A |
| 5) Adequate lighting should be provided for evening use, safety and security. | N/A |
| 6) The surface of Town Square should reflect its primary pedestrian focus. Appropriate traffic calming measures, different paving or clearly defined pedestrian crossings should be considered for the east/west spine road. | N/A |
| 7) The area of the Town Square shall be not less than 400m2 and will not incorporate the vehicular traffic's carriageways and/or the standard public pedestrian width within its dimensions. | N/A |
| 8) The surface of Town Square should be designed to permit its use by service and emergency vehicles. | N/A |
| 9) Allow sunlight access into the town square in all seasons while also allowing for adequate weather protection and sun-shading opportunities. | N/A |
| 10) A detailed design for the Town Square should be prepared with any major DA for the centre. The detailed design should establish the appearance of facades to the Square, materials, street furniture, seating, lights, signage, traffic management devices, soft landscaping and other elements relevant to the character of the Town Centre. | N/A |
| 11) The Town Square and adjacent 'Main street' roadway is to be managed in order to allow for specific community events and activities. | N/A |

5 Section 4.15 Assessment

An assessment of the proposal has been undertaken in accordance with the statutory requirements of the EPA Act. The following assessment against Section 4.15 of the EPA Act has been undertaken.

5.1 Section 4.15(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 4.15(1)(a)(ii) – Any proposed instrument that is or has been the subject of public consultation under this Act and that has been notified to the consent authority

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

5.3 Section 4.15(1)(a)(iii) – Any Development Control Plan

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

5.4 Section 4.15(1)(a)(iiia) – Any Planning Agreement or Draft Planning Agreement entered into under Section 7.4

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

5.5 Section 4.15(1)(a)(iv) – The Regulations

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

5.6 Section 4.15(1)(a)(v) – Any coastal zone management plan

Not relevant to the proposed development.

5.7 Section 4.15(1)(b) – The likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality

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

5.7.1 Flora and Fauna

Some trees are proposed to be pruned as part of this application. Pruning will likely occur to lower limbs only. Standard conditions could be applied in respect of those works.

5.7.2 Stormwater and Flooding

No changes are proposed to this aspect of the existing development.

5.7.3 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.

5.7.4 Traffic Generation and Parking

The proposal does not impact on the existing arrangements.

5.7.5 Heritage Issues

There are no heritage matters relevant to the proposal.

5.7.6 Services

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

5.7.7 Social and Economic

There are no negative social or economic impacts expected as a result of this proposal.

5.8 Section 4.15(1)(c) – The suitability of the site for the development

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

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

5.9 Section 4.15(1)(d) – Any submission made

Council may undertake a notification process in accordance with its controls and policies. We welcome the opportunity to provide additional information in response if any are received.

5.10 Section 4.15(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.

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 shade sails would not result in any unacceptable impact on the locality. Their design and configuration are consistent with many others that have been constructed across the LGA.

An assessment against Section 4.15 of the EPA Act has not resulted in any significant issues arising.

Accordingly, it is recommended that the proposed development be approved.