

Our Ref: PL18/0012
Contact: Wendy Connell
Telephone: (02) 4732 7908

15 March 2018

A Saouma
PO Box 84
Merrylands Nsw 2160

Dear Antoine

**Pre-lodgement Advice
Proposed Residential Flat Building
Lot 2B DP 161921, 1 Station Lane Penrith NSW 2750**

We welcome your initiative to undertake a project in the Penrith Area.

Thank you for taking part in Council's pre-lodgement meeting on 7 March 2018. The meeting was useful for Council in gaining an understanding of your proposal.

Unfortunately, the proposal in its current form is not considered suitable for the reasons outlined in the attached information.

If we can help you any further regarding the attached advice, please feel free to contact me on (02) 4732 7908.

Yours sincerely

Wendy Connell
Senior Environmental Planner

PROPERTY AND PLANNING INFORMATION	
Attendees	<p>Proponent</p> <p>Antoine Saouma - Architect</p> <p>Matthew Wales – Planning Consultant</p> <p>Penrith City Council</p> <p>Wendy Connell – Senior Environmental Planner</p> <p>Daniel Davidson – Traffic Engineer</p> <p>Dennis Urena – Senior Development Engineer</p> <p>Craig Squires – Fire and Certification Supervisor</p>
Proposal	Residential Flat Building
Address	Lot 2B DP 161921, 1 Station Lane Penrith NSW 2750
Zoning	The subject site is zoned R4 High Density Residential under Penrith Local Environmental Plan (LEP) 2010.
Site constraints	<p>The site is affected by flooding</p> <p>There is existing vegetation on the site</p> <p>The site has no legal right of access</p>
KEY ISSUES AND OUTCOMES	
<p>The proposal is to address the following issues:</p> <p>RELEVANT EPI's POLICIES AND GUIDELINES</p> <p>Planning provisions applying to the site, the provisions of all plans and policies are contained in Appendix A.</p> <p>KEY ISSUES – NON-COMPLIANCE MATTERS</p> <ul style="list-style-type: none"> <i>Land use permissibility</i> <p>The site is zoned R4 High Density Residential under Penrith LEP 2010. A 'residential flat building' is a permissible land use.</p> <p>The site is identified as being approximately 663 square metres in size. The minimum lot size required for a 'residential flat building' under Clause 4.1A of Penrith LEP 2010 is 800 square metres. The site does not meet this development standard.</p> <p>At the meeting the applicant advised that there had been an approach made to Council to purchase part of Station Lane to achieve the minimum lot size requirement. This option needs to be further explored with Council's Property Development team.</p> <p>The Station Lane land being discussed is highly constrained by services and is required for access to Council's stormwater channel located at the southern end of Station Lane. If this land is to form part of a development site, it must be incorporated into the final design as usable land.</p>	

- *Height of Building*

The site is subject to a 18m height limit. The current proposal is non-compliant with this development standard. There needs to be consideration given to the local context and the adjoining lower built form.

- *SEPP 65*

The current proposal does not comply with SEPP 65 – Design quality of residential apartment development, and the associated design guidelines. Key design concerns relate to, but not limited to, separation distances, deep soil, communal open space amenity and landscaping. The discussion of design and SEPP 65 requirements was deferred to the Urban Design Review Panel meeting. Please refer to the advice from this meeting for further detail.

In addition to satisfying the key issues above, should an application be pursued the following matters will also need to be addressed.

ENVIRONMENTAL MANAGEMENT REQUIREMENTS

- *Contamination (SEPP 55)*

The application is to address all relevant requirements under State Environmental Planning Policy 55 Remediation of Land (SEPP 55). Council cannot consent to any development unless these requirements have been satisfied. A Stage 1 - Preliminary Site Investigation (PSI) report is required to support the application, as a minimum. Should the PSI determine the need for further investigation, a Detailed Site Investigation shall be required. Should remediation be required this will require development consent. The application is to demonstrate that the land is suitable for the proposed purpose. The PSI is to be completed by an appropriately qualified person. An appropriately qualified person is defined as *“a person who, in the opinion of Council, has a demonstrated experience, or access to experience in hydrology, environmental chemistry, soil science, eco-toxicology, sampling and analytical procedures, risk evaluation and remediation technologies. In addition, the person will be required to have appropriate professional indemnity and public risk insurance”*.

- *Noise Impacts*

An Acoustic Report is required to be submitted as a part of the development application to demonstrate that the development can achieve the internal noise criteria, and that it will not have any impact on adjoining premises. This report is to be prepared by a suitably qualified acoustic consultant.

The report is to consider:

- The ‘Noise Policy for Industry’ (October 2017) in terms of assessing the noise impacts associated with the development, including noise from plant and equipment and garbage removal. Consideration of noise associated with use of the communal area and the impact of this upon units within the flat building should also be included in the acoustic report. Also, given the location of the development there is some potential for the development to be impacted by road traffic noise. Whilst the development is not located immediately adjacent to a major roadway, the height of the development may mean that units could be exposed to road traffic noise. Accordingly, the acoustic report should discuss this aspect.
- The ‘AS/NZS 2107:2016 Acoustics - Recommended design sound levels and reverberation times for building interiors’ in terms of ensuring that the internal noise levels can be achieved, given the adjacent land uses.
- The ‘Interim Construction Noise Guideline’ in assessing the impacts associated with the construction phase of the development.

Should mitigation measures be necessary, recommendations should be included to this effect.

- *Waste Management*

A Waste Management Plan is to be provided addressing waste produced during the construction and operational phases of the development. It should address waste quantities, storage locations and removal.

- *Water Quality*

Any areas provided for bin washing or car washing are to be connected to sewer.

ENGINEERING REQUIREMENTS

General

- Council's engineering requirements for subdivisions and developments, including policies and specifications listed herein, can be located on Council's website at the following link:
<https://www.penrithcity.nsw.gov.au/Building-and-Development/Development-Applications/Engineering-requirements-for-developments/>
- All engineering works must be designed and constructed in accordance with Council's *Design Guidelines for Engineering Works for Subdivisions and Developments* and Council's *Engineering Construction Specification for Civil Works*.

Stormwater

- Stormwater drainage for the site must be in accordance with the following:
 - Council's Development Control Plan,
 - *Penrith City Council Design Guidelines for Engineering Works for Subdivisions and Developments*
 - *Stormwater Drainage Specification for Building Developments* policy, and
 - *Water Sensitive Urban Design Policy and Technical Guidelines*.
- A stormwater concept plan (SCP), accompanied by a supporting report, Council's SCP Checklist (see Appendix A of Council's Stormwater Drainage Specification), and calculations, shall be submitted with the application.
- A water sensitive urban design strategy prepared by a suitably qualified person is to be provided for the site. The strategy shall address water conservation, water quality, water quantity, and operation and maintenance.
- The basement pump-out system shall be designed to AS3500 and Council's requirements – Section 3.4 of the Stormwater Drainage Policy. Basement pump-out requirements and generally the catchment area (surface runoff) shall be less than 100sqm.
- Building works shall be located clear of the existing access ramp to the draining channel at the rear of the site.

Local Overland Flows

- The site is affected by local overland flow flooding in a 1% AEP Storm.
- The site has been identified as being located adjacent to a floodway/channel. Although Council had issued flood levels on 3 July 2017 with a flood level of 27.10m AHD, the site has recently been affected by overland flows in January 2016 inundating the entire site as a result of the existing channel over topping. A detailed assessment of the possible overland flows affecting the property in the form of an Overland Flow Flood Report needs to be prepared by a suitably qualified flooding engineering.
- The applicant's Engineer shall liaise with Council in regard to any proposed flood improvements between the existing channel and the development site.
- Information currently held by Council indicates that the 1% AEP water surface level affecting the site is estimated to be 27.10 m AHD (please note that this level is subject to change should further modelling be undertaken). The applicant should ensure that this information is reviewed by a suitably qualified engineer.
- All habitable floor levels shall be a minimum RL 27.60 m AHD (1% AEP water surface level + 0.5m freeboard). - please note that this level is subject to change should further modelling be undertaken.
- The access ramp to the underground basement (including any pedestrian access points and ventilation/voids to the basement) shall be the greater of 300mm above the top of kerb level or 300mm above the 1% AEP water surface level.
- The applicant shall submit a survey drawing prepared by a registered surveyor that includes existing site contours and spot levels throughout the site along with the location of all existing structures to the Australian Height Datum (AHD).

Traffic

- The application shall be supported by a traffic report prepared by a suitably qualified person addressing, but not limited to, traffic generation, access, car parking, and manoeuvring.
- The application must demonstrate that access to Union Road, car parking, and manoeuvring details comply with AS2890 Parts 1, 2 & 6 and Council's Development Control Plan.
- The application shall be supported by turning paths in accordance with AS2890 clearly demonstrating satisfactory manoeuvring on-site and forward entry and exit to and from the public road.
- A passing bay shall be provided at the street frontage a minimum of 5.5m wide for the first 6m from the back of kerb where more than 5 dwellings are served and the driveway is longer than 30m, in accordance with Council's Development Control Plan.
- The traffic report shall provide details of how the proposed one-way ramp will be managed in order to avoid conflict between opposing vehicles and to avoid instances of vehicles reversing on the ramp.

Earthworks

- No retaining walls or filling is permitted for this development which will impede, divert or concentrate stormwater runoff passing through the site.
- Earthworks and retaining walls must comply with Council's Development Control Plan.
- Proposed fill material must comply with Council's Development Control Plan. No filling shall be proposed within the overland flowpath.
- The application is to be supported by a geotechnical report prepared by a suitably qualified person for the basement car parking areas and should include, but not be limited to, the following items; ground water movement, salinity and contamination.

BUILDING REQUIREMENTS

- Provide an additional exit from the basement carpark to comply with the Deemed to Satisfy requirements of the BCA. Alternatively, a Performance Solution may be provided.
- Travel distances from the unit doorways to the fire isolated exit appear excessive.
- Ensure combustible cladding is not used.
- Hydrant protection of the building is required, it is likely an on-site hydrant and booster assembly will be necessary. Due to access to the site, access for emergency vehicles, particularly FRNSW appliances, will need to be addressed.
- An Access Report addressing accessibility will be required.

WASTE REQUIREMENTS

Waste Concept Designs

To facilitate an innovative design outcome for on-site waste collection within the development, Waste Services is happy to review concept design configurations. This process will allow various configurations to be explored prior to formalising and submitting amended architectural plans to Council. My direct contact details are 4732 7634 or joshua.romeo@penrith.city

Bin assignment to the dwelling

The waste generation rates provided below are in accordance with section 3.3 of the "Residential Flat Building Developments Waste Management Guideline" document:

- **1x1100L Residual Bins** (no compaction)
- Chute system must be implemented
- **1x1100L Recycling Bins** (no compaction)
- Chute system must be implemented
- **2x1100L Service Bins** (no compaction)
- Chute system must be implemented

Total: 4x1100L bins

Waste Chute System

RFB developments are required to install a **dual chute system** for residual and recyclable waste streams. This is outlined in section 5.2.2.4 Residential Flat Buildings subsection 2, outlined below:

2) For developments comprising three or more storeys, the development is to incorporate a waste chute system that:

a) The waste chute system will provide a separate chute for both residual and recyclable material.

The waste chute room located in **basement 1** will need to incorporate the following infrastructure into its design as outlined in section 3.5.1 of the *“Residential Flat Building Developments Waste Management Guideline”* document:

- Incorporation of linear track or a circular carousel device under each individual chute
- Minimum 0.9m clearance around the linear or circular carousel system to allow for maneuverability and system maintenance
- 1.8m unobstructed clearance zone between the linear/circular track system and the entrance for access and manoeuvrability
- Suitable door access for the service of bins with a minimum width of 1.8m, and 1.8m unobstructed access corridor.
- Should a roller door be provided an additional 0.9m service door is required inclusive of an abloy key system
- Accommodate two additional 1,100L service bins in each chute room with a minimum access clearance of 1.8m wide for the loading of 1100L bins onto the track system.

Note: A model chute room configuration is outlined in section 3.7.1 of the ‘Residential Flat Building Guideline’ document.

Waste Collection Room

The waste collection room will need to incorporate the following infrastructure into its design as outlined in section 3.5.2 of the *“Residential Flat Building Developments Waste Management Guideline”* document:

- Room built to store the entire fleet of bins plus 0.4m between bins to allow adequate manoeuvrability room.
- 1.8m unobstructed clearance zone between the stored bins and the entrance for access and manoeuvrability
- Suitable door access for the service of bins with a minimum width of 1.8m and 1.8m unobstructed access corridor.
- Should a roller door be provided an additional 0.9m service door is required inclusive of an abloy key system,
- A room is to be located in close proximity to the on-site loading bay.

Bulky Households Goods Room

The Bulky Households Goods Room will need to incorporate the following infrastructure into its design as outlined in section 3.5.3 of the *“Residential Flat Building Developments Waste Management Guideline”* document:

- The room is to be **3m²** in area to allow service of the development
- Room dimensions are to be designed to ensure items can be placed and manoeuvred within the room, with a minimum width of 1.8m.
- Suitable door access for the service of bulky items with a minimum width of 1.8m and 1.8m unobstructed access corridor.
- Minimum room width of 1.8m to all internal walls
- A room is to be located in close proximity to the on-site loading bay.

Internal Waste Infrastructure

All onsite waste infrastructure including the Waste Chute Room, Temporary Waste Storage Room, Waste Collection Room and Bulky Household goods room will need to incorporate the following minimum design specifications:

- The floor must be finished so that it is non-slip and has a smooth and even surface covered at all intersections
- Floor graded to a central drainage point connected to the sewer, enabling all waste to be contained and safely disposed of
- Fully enclosed and roofed with a minimum internal room height in accordance with the Building Code of Australia 2016 (BCA)
- The room is to be provided with an adequate supply of water through a centralized mixing valve with hose cock
- Incorporation of adequate lighting and naturally/mechanical ventilation to meet Building Code of Australia 2016 requirements

Bin Transportation

For the internal movement of 660L and 1,100L bins the following design specifications apply as outlined in section 3.6 of the *“Residential Flat Building Developments Waste Management Guideline”* document:

- The bin carting route from waste chute room to the waste collection room is to be as direct/short as possible, free from obstructions, and not require bins to be carried over any stairs.
- For larger bins (660L & 1100L), the maximum unassisted route of travel is 10m, maximum grade of 1:24 and via a 1.8m unobstructed access corridor
- The movement of bins from the basement to the waste collection room is not permitted via the basement ramp.

To support the movement of bins within a development a bin tug device is required to be provided and stored within the development. Tug devices are categorised as Electric Ride On Tug Device and Electric Portable Bin Tug Devices. Device Specifications are outlined in section 3.6.1 and 3.6.2 respectively of the *“Residential Flat Building Developments Waste Management Guideline”* document.

Bin Lifts

Council does not support the movement of bins up basement ramps assisted by ride on or portable tug devices. This is outlined in Clause 5.2.2.4, subsection 6e, dot points 5 & 6 of the DCP:

“the bin carting route for larger bins (660L & 1100L), the maximum length of the route of travel is 10m”

For the movement of bins from the chute room to the waste collection room one of the following is required to be implemented within the residential flat buildings design, as outlined in section 3.5.6.1 of the ‘Residential Flat Building Guideline’ document:

Option A: Dock Leveller

- A dock leveller can be proposed for the transportation of bins from the chute room to the waste collection room.
- Specifications of the dock leveller will need to be provided, with plans

indicating its position. It is recommended the leveller be located adjacent to the chute room and waste collection room

- The dock leveller to have an unobstructed doorway opening of 1.8m to provide manoeuvrability and access for 1100L bins
- The dock leveller to be of sufficient size to transport a minimum of two 1100L bins in one trip

Option B: Bin Service Lift

- A designated elevator can be proposed for the transportation of bins from the chute room to the waste collection room.
- Specifications of the bin service lift will need to be provided, with plans indicating its position. It is recommended the leveller be located adjacent to the chute room and waste collection room
- The service lift to have an unobstructed doorway opening of 1.8m to provide manoeuvrability and access for 1100L bins
- The service lift to be of sufficient size to transport a minimum of two 1100L bins in one trip

Waste Infrastructure Guidelines

For further specific waste operational and infrastructure information please see "Waste Guideline Document: Residential Flat Buildings" located at the following link:

<https://www.penrithcity.nsw.gov.au/Building-and-Development/Development-Applications/Forms/>

APPENDIX A

- Sydney Regional Environmental Plan no 20 – Hawkesbury Nepean River (no 2 - 1997)
- State Environmental Planning Policy. No 55 – Remediation of Land
- State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004
- Penrith Local Environmental Plan 2010
- Penrith Development Control Plan 2014

Important Note

The pre-lodgement panel will endeavour to provide information which will enable you to identify issues that must be addressed in any application. The onus remains on the applicant to ensure that all relevant controls and issues are considered prior to the submission of an application.

Information given by the pre-lodgement panel does not constitute a formal assessment of your proposal and at no time should comments of the officers be taken as a guarantee of approval of your proposal.

It is noted that there is no Development Application before the Council within the meaning of the Environmental Planning and Assessment Act 1979. This response is provided on the basis that it does not fetter the Council's planning discretion and assessment of any Development Application if lodged. It is recommended that you obtain your own independent expert advice.

The response is based upon the information provided at the time of the meeting.