



STATEMENT OF ENVIRONMENTAL EFFECTS

Construction of a commercial development comprising a Woolworths supermarket, BWS liquor store, Direct to Boot distribution centre, gymnasium, and three (3) small business premises tenancies and associated car parking, landscaping, and signage.

1-9 Windsor Road
NORTH ROCKS

Prepared for: Fabcot Pty Ltd

REF: M190233

DATE: 22 March 2022





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1. Introduction

This Statement of Environmental Effects has been prepared for Fabcot Pty Ltd, the applicant for the proposed development. The report is to accompany a development application to Parramatta City Council seeking consent for the construction of a commercial development comprising a Woolworths supermarket, BWS liquor store, Direct to Boot distribution centre, gymnasium, and three (3) small business premises tenancies and associated car parking, landscaping, and signage at No. 1-9 Windsor Road, North Rocks ("the site").

The supermarket and BWS liquor store are "retail premises" that are prohibited in the B6 zone under the current LEP provisions. However, subject to a Planning Proposal which is due to be finalised and would amend the LEP, a supermarket and liquor store will be permitted as 'additional permitted uses', limited to a maximum of 3,800m² of GFA. The proposed supermarket and BWS include a combined GFA of 3,685m² and are therefore compliant with this floor space limitation.

More specifically, the proposal is for the adaptive reuse of the existing single storey (plus mezzanine) warehouse building for use as a commercial development. The development will contain a Woolworths supermarket of 3,507m² and an associated BWS liquor store of 178m² (a total of 3,685m² against the 3,800m² maximum retail as per the planning proposal), a 116m² "Direct to Boot" area associated with online sales, a gymnasium (1,647m²), and three (3) small business premises (264m² total GFA for the three tenancies). The total proposed GFA across the development is 5,916m², which includes the above plus the mall and amenities areas.

The development will be served by an at-grade car park comprising 225 car spaces, with reconfiguration of the existing vehicular access from North Rocks Road. The development also includes landscaping throughout the site and signage. An easement is proposed along the eastern side of the site for the provision of a future footbridge connection.

The fit-out of the gymnasium and business premises tenancies will be subject to future development applications or Complying Development Certificate applications.

The purpose of this Statement is to address the planning issues associated with the development proposal and specifically to assess the likely impact of the development on the environment in accordance with the requirements of Section 4.15 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

This Statement is divided into five sections. The remaining sections include a locality and site analysis; a description of the proposal; an environmental planning assessment; and a conclusion.



2. Site Analysis and Context

2.1 THE SITE

The subject site is known as No. 1 Windsor Road, North Rocks, and is located on the corner of Windsor Road and James Ruse Drive. The site is legally described as Lot 61 in DP 1264730, with a total area of approximately 2.52ha. The site is shown in the aerial photo in **Figure 1** below.



Figure 1 Aerial photo of site (coloured yellow) (Source: Six Maps)

The site has frontage to Windsor Road to the west of 213m, and to James Ruse Drive (slipway) to the north of 150m. It is adjacent to, but does not have direct frontage to, North Rocks Road, being separated by Darling Mills Creek which runs adjacent to the site to the eastern and southern boundaries.

The main access to the site is from North Rocks Road with vehicular entry/exit and a pedestrian walkway via an elevated concrete bridge over Darling Mills Creek.

The site is currently occupied by a large warehouse building (previously occupied by Bunnings Warehouse), with a gross floor area of 7,405m². At-grade car parking is provided on the site, with spaces located predominantly to the south of the building with the remainder to the north and west. A number of mature trees are contained within the site, largely along the perimeter of the site.



The site is well serviced by public transport with bus stops located along both the North Rocks Road and Windsor Road frontages. Services that operate past the site comprise routes to and from Parramatta connecting the site with Epping, Hornsby, Rouse Hill Station, Dural, Winston Hills and Blacktown.

Figures 2 to 10 below show photos of the site.



Figure 2 The site viewed from James Ruse Drive, looking towards Windsor Road



Figure 3 The site viewed from Windsor Road near corner of James Ruse Drive, looking east





Figure 4 Site viewed from across from the northern side of James Ruse Drive



Figure 5 Main western entrance to warehouse viewed from Windsor Road



Figure 6 Southern end of the site viewed from Windsor Road, looking north



Figure 7 Site viewed from North Rocks Road looking north and separated by Darling Mills Creek





Figure 8 Site entry from North Rocks Road, looking north-east



Figure 9 Site entry from North Rocks Road



Figure 10 View of the site, including heritage listed wall, looking south along Windsor Road

2.2 SURROUNDING DEVELOPMENT

Development in the surrounding area includes the following:

- A range of light industrial uses are generally provided around North Rocks Road and the James Ruse Drive intersection including Storage King North Parramatta to the east of the site;
- The Junction is located on the western side of Windsor Road/Church Street and includes a mix of large format retailers such as Officeworks, King Living, Drummond Golf, Repco and Super Cheap Auto as well as some food catering tenants including Hog's Breath Café, Subway and Hungry Jacks;
- Along both sides of Windsor Road/Church Street are a range of light industrial and large format retail developments and some food catering tenants;
- Some high-density residential buildings have been developed on the northern side of James Ruse Drive to the north of the site including Darling Mills and Northgate by Dyldam; and
- St Monica's Primary School (approximately 200 students) is situated on the southern side of North Rocks Road.

The surrounding uses are illustrated in **Figure 11**.



Figure 11 Local context of the site (Source: Economic Impact Assessment, Location IQ, August 2019)

A selection of photos of the surrounding context are shown below at **Figures 12 to 15** below.



Figure 12 Adjoining site to the east on North Rocks Road utilised by Storage King



Figure 13 The Junction viewed from intersection of James Ruse Drive and Windsor Road



Figure 14 Commercial buildings located opposite the site across North Rocks Road



Figure 15 Darling Mills residential development, opposite the site across James Ruse Drive

3. Description of the Proposal

3.1 BACKGROUND

On 28 October 2019, an application was lodged for a Planning Proposal (PP-2020-3160) with the City of Parramatta Council for the subject site. The Planning Proposal has the following description “*to amend Schedule 1 of the Parramatta (former The Hills) Local Environmental Plan (LEP) 2012 by adding ‘retail premises’ as an additional permitted use (limited to a maximum of 3,800m²) to facilitate a supermarket and liquor store at 1 Windsor Road, North Rocks*”.

The Planning Proposal seeks approval to permit ‘retail premises’ in the form of a supermarket and liquor shop on the site, as an “additional permitted use”. The site is within the B6 Enterprise Corridor Zone which currently allows a range of non-residential (and commercial) uses but not ‘retail premises’. The site also contains a small portion of land zoned SP2 Infrastructure (Public Transport Corridor) along the Windsor Road frontage, but this is not affected by the proposal.

On 3 November 2020, the NSW Department of Planning and Environment issued a Gateway Determination for the Planning Proposal subject to a number of conditions prior to public exhibition. The Planning Proposal was on public exhibition between 19/11/2021 and 17/12/2021 and received five (5) submissions. The proposal was then endorsed by the Parramatta Local Planning Panel on 15/02/2022. At a Council meeting on 14/03/2022, the Council agreed to forward the Planning Proposal to the Department of Planning and Environment for finalisation, and therefore the LEP amendment is imminent.

This development application seeks consent for the development on the site that is permitted pursuant to the expected finalisation of the Planning Proposal and LEP amendment.

3.2 PROPOSED DEVELOPMENT

The proposal is for alterations and additions and the adaptive reuse of the existing single storey (plus mezzanine) warehouse building for use as a commercial development. The development will contain a Woolworths supermarket of 3,507m² and an associated BWS liquor store of 178m² (a total of 3,685m² against the 3,800m² maximum retail as per the planning proposal), a 116m² “Direct to Boot” area associated with online sales, a gymnasium (1,647m²), and three (3) small business premises (264m² total GFA for the three tenancies). The total proposed GFA across the development is 5,916m², which includes the above plus the mall and amenities areas.

The development will be served by an at-grade car park comprising 225 spaces, with reconfiguration of the existing vehicular access from North Rocks Road. The development also includes landscaping throughout the site and signage. An easement is proposed along the eastern side of the site for the provision of a future footbridge connection.

More specifically, the proposed development is configured to provide a Woolworths supermarket with 3,507m² of GFA at ground level and a mezzanine plant equipment area. The ground level also includes a state of the art 116m² “Direct to Boot” area, associated with online sales, and associated parking area with 6 car bays. An air lock in the southern corner provides the main access to the supermarket and adjoining 178m² BWS liquor store. Three business premises tenancies (one being 86m² and two being 89m², 264m² total GFA) are also located on the eastern side of the building at ground level with direct access from car park.

In addition, a 1,647m² gymnasium is located on the north-western side of the building. This space has been designed to be adaptable and would enable the expansion of Woolworths online business at some stage in the future. Any changes in this regard would be dealt with under a separate application process.



The at-grade carpark is accessed via an existing two-way vehicular access from North Rocks Road via a bridge over Darling Mills Creek. In total, the car park incorporates 225 customer car parking spaces, including 6 “Direct to Boot” spaces and 1 ambulance/taxi space. In addition, sixteen (16) bicycle parking spaces and six (6) motorcycle parking spaces are provided.

Loading and servicing for the development will be undertaken via a loading dock on the northern side of the building. This will be accessed along the eastern side of the site.

Pedestrian access to the site is provided from North Rock Road via a proposed suspended footbridge on the eastern side of the existing vehicle access bridge. A separate new footpath is proposed from Windsor Road on the western side of the site.

The fit-out of the business premises tenancies will be subject to future development applications or Complying Development Certificate applications.

3.3 OPERATING HOURS

Proposed operating hours are as follows:

- **Woolworths store:** 7.00am-12.00am, 7 days per week
- **BWS liquor store:** 8.00am-10.00pm on Monday to Saturday and 10.00am-10.00pm on Sundays
- **Small business tenancies:** 7.00am-12.00am, 7 days per week
- **Gymnasium:** 24 hours
- **Loading dock:** 5.00am-12.00am, 7 days per week

A Noise Impact Assessment prepared by Acoustic Logic accompanies the application and demonstrates that the proposed operational hours will not give rise to any adverse acoustic impacts on neighbouring properties.

3.4 PARKING, ACCESS AND PUBLIC DOMAIN

Vehicular access to the site is provided via the existing two-way access from North Rocks Road. This provides access to the site for customers, staff and service vehicles. To accommodate the vehicular movements to the site associated with the proposed use, a new traffic signal system is proposed on the bridge.

The car park will contain 225 spaces, including the following:

- 195 standard spaces
- 13 small spaces
- 5 accessible spaces
- 5 pram spaces
- 6 “Direct to Boot” spaces
- 1 ambulance/taxi space

A loading area for the development is provided on the northern side of the site. Trucks and service vehicles are proposed to enter the site at the main entry and access the loading area from the along the eastern side of the site. A manoeuvring area is provided adjacent the loading docks and is suitable for a 12.5m vehicle, which will be the largest vehicle to service the site.

A Transport and Parking Impact Assessment Report prepared by CBRK accompanies the application and outlines that the proposed car park, access/egress, and service area have been designed to comply with the requirements of the relevant Australian Standards.





Pedestrian access to the site will be significantly enhanced by the provision of a pedestrian footbridge along the eastern side of the existing vehicular access bridge from North Rocks Road. The opportunity for a future extension to this to the northern extent of the site is provided via an easement proposed along the eastern site boundary adjacent Darling Mills Creek.

3.5 SIGNAGE

A coordinated signage scheme is proposed and will be integrated with the development. The signage will be used as business identification signage and is identified on the architectural plans and signage plan submitted with the application. The proposed signage includes:

- Free standing pylon signs;
- Business identification blade signs;
- Woolworths and BWS fascia signs;
- Woolworths identification signs in the car park;
- Car park wayfinding signage;
- Façade wayfinding and identification signage; and
- Business premises and gymnasium tenancy fascia signs.

3.6 TREE REMOVAL AND LANDSCAPING

The subject site is largely developed but includes some trees, typically along the site boundaries and scattered throughout the car parking area. An Arborist Report prepared by Naturally Trees is submitted with the development application.

The proposed development necessitates the removal of 21 trees considered to be of moderate to high significance, and 63 low and very low retention value trees. However, 29 of these trees are exempt from Parramatta Council's Tree Preservation Order, 10 of these trees are self-seeded weed species that should be removed irrespective of the works and 13 of these trees display poor vigour, acute dieback, are weed species or problematic and should be removed irrespective of the proposal.

At least 49 trees are proposed to be retained on site, including 12 high retention value trees. Retained trees on the site will be subject to recommended tree protection measures during construction.

To mitigate the loss of vegetation, a comprehensive new landscaping scheme is proposed including semi-mature trees to be planted in available areas in prominent locations. The new trees should have the potential to reach a significant height without excessive inconvenience and be sustainable in the long term, significantly improving the potential of the site to contribute to local amenity and character. Landscape plans have been prepared by Ground Ink and are submitted with the application. The Landscape Plans include extensive tree and vegetation planting, including planting of native species. Tree planting will be most prominent along the site boundaries but also includes planting within the car parking area to assist with shading.

The proposed landscape strategy will result in substantial tree and vegetation planting, including new native planting to provide a diversity of flora on the site. This will mitigate the loss of existing trees and vegetation that are necessary to accommodate the proposed development. Detailed landscape design, including a plant species schedule is provided in the accompanying landscape plans.





3.7 WASTE MANAGEMENT

An Operational Waste Management Plan has been prepared by WSP and submitted with the application. Waste is proposed to be collected daily by a private contractor from the bin storage areas. Waste storage areas are proposed on the northern and eastern sides of the building, within close proximity of the loading area for convenient access. Bulky waste storage areas are also provided.





4. Environmental Planning Assessment

4.1 PREAMBLE

This section of the Statement provides a planning assessment of the proposed development covering all relevant heads of consideration under Section 4.15 of the EP&A Act.

4.2 STATUTORY AND POLICY COMPLIANCE

The relevant matters for consideration under Section 4.15(1)(a) of the EP&A Act are identified in the following table.

Table 1 Section 4.15 Matters for Consideration				
EP&A Act 1979	Matters for Consideration	OK	See Comments	N/A
Section 4.15(1)(a)(i)	State Environmental Planning Policy (Resilience and Hazards) 2021	✓	✓	
"	State Environmental Planning Policy (Transport and Infrastructure) 2021	✓	✓	
"	State Environmental Planning Policy (Biodiversity and Conservation) 2021	✓	✓	
"	State Environmental Planning Policy (Industry and Employment) 2021	✓	✓	
"	Parramatta (former The Hills) LEP 2012	✓	✓	
Section 4.15(1)(a)(iii)	The Hills DCP 2012	✓	✓	
Section 4.15(1)(a)(iv)	Any other prescribed matter:- <ul style="list-style-type: none">Government Coastal Policy;AS 2601-1991: Demolition of structures.	✓		✓

The matters identified in the above table as requiring specific comment are discussed below. The primary statutory document that relates to the subject site and the proposed development is *Parramatta (former The Hills) Local Environmental Plan 2012* (LEP 2012). The primary non-statutory document relating to the subject site and proposed development is *The Hills Development Control Plan 2015* (THDCP 2012). The relevant provisions of these documents and other relevant planning controls are summarised below and the proposal's compliance with them assessed.

4.2.1 State Environmental Planning Policy (Resilience and Hazards) 2021

State Environmental Planning Policy (Resilience and Hazards) 2021 (Resilience and Hazards SEPP) commenced on 1 March 2022, repealing and replacing three former SEPPs related to coastal management, hazardous and offensive development and remediation of land.

Of relevance to the proposed development is the following chapter:

- Chapter 4 Remediation of land



4.2.1.1 Chapter 4 – Remediation of land

Chapter 4 of the SEPP introduces planning controls for the remediation of contaminated land and requires an investigation to be made if land contamination is suspected.

A Preliminary Site Investigation has been prepared by Geo-Logix and concludes that:

“The results of the PSI indicate that the site has a history of commercial and industrial use for 150 years. Potentially contaminating activities include:

- Historical chemical and lubricant uses associated with site uses including flour milling, chandlery, hide tanning, brewing, yarn production, carpet manufacturing and chlorine storage;*
- Onsite energy production;*
- Demolition of former structures containing hazardous building materials; and*
- Imported fill of unknown origin.*

Given the above site history Geo-Logix concludes there is a potential for contamination of the land. Further investigation would be required to assess the presence or otherwise of such contamination.”

Accordingly, a Detailed Site Investigation has also been prepared by Geo-Logix and concludes that:

“Contamination has not been identified in soil, groundwater or soil vapour at levels that would present an offsite liability and/or duty to notify the authorities under the Contaminated Land Management Act 1997. The site is considered suitable for the proposed commercial / retail development without requirement for remediation.”

In light of the above, the subject site is suitable for the proposed development and not further investigations or remediation are required in accordance with Chapter 4 of the Resilience and Hazards SEPP/

4.2.2 State Environmental Planning Policy (Transport and Infrastructure) 2021

State Environmental Planning Policy (Transport and Infrastructure) 2021 (Transport and Infrastructure SEPP) commenced on 1 March 2022, repealing and replacing four former SEPPs related to infrastructure, transport, education and childcare.

Of relevance to the proposed development is the following chapter:

- Chapter 2 Infrastructure

4.2.2.1 Chapter 2 - Infrastructure

Chapter 2 of the SEPP seeks to facilitate the effective and timely delivery of infrastructure and protect existing infrastructure from incompatible development.

Clause 2.118 - Development with frontage to classified road

Clause 2.118 of the SEPP is applicable to the subject site as it has frontages to James Ruse Drive, Windsor Road and North Rocks Road, which are all classified roads. Clause 2.118 states the following:

(2) The consent authority must not grant consent to development on land that has a frontage to a classified road unless it is satisfied that—



- (a) where practicable and safe, vehicular access to the land is provided by a road other than the classified road, and*
- (b) the safety, efficiency and ongoing operation of the classified road will not be adversely affected by the development as a result of—*
 - (i) the design of the vehicular access to the land, or*
 - (ii) the emission of smoke or dust from the development, or*
 - (iii) the nature, volume or frequency of vehicles using the classified road to gain access to the land, and*
- (c) the development is of a type that is not sensitive to traffic noise or vehicle emissions, or is appropriately located and designed, or includes measures, to ameliorate potential traffic noise or vehicle emissions within the site of the development arising from the adjacent classified road.*

The proposed development has been designed to ensure the safety, efficiency and ongoing operation of the surrounding road network. The subject site currently includes an existing vehicular access from North Rocks Road, which will be retained as part of the proposed development, including existing traffic signals.

Whilst the proposal will likely result in an increase in traffic generation from the site, this is considered to be reasonable and expected for the zoning and additional permitted use applicable to the site. The accompanying Traffic and Parking Assessment prepared by CBRK outlines that traffic generated from the development will not adversely impact the safety and ongoing operation of the local road network, including the classified roads. Furthermore, it is anticipated that a Construction Management Plan will be required by conditions of consent to ensure that the construction of the proposed development does not adversely impact the operation of the classified road.

In terms of the impacts of noise and vehicle emissions on future occupants of the subject development, the development is non-residential and not a sensitive land use. Furthermore, the development been designed to incorporate landscaped setbacks to all boundaries that are capable of accommodating screen planting, as demonstrated in the accompanying landscape plans. This will assist in ameliorating impacts of noise and emissions from the classified road on the proposed development.

Clause 2.121 - Traffic-generating development

Clause 2.121 of the SEPP applies to the proposed development as it includes a car park which has more than 200 car parking spaces. As such, pursuant to Schedule 3 of the SEPP the development is classed as traffic-generating development.

The consent authority is therefore required to refer the development application to Transport for NSW (formerly RMS) and take into consideration any comments received from the referral, as well as the accessibility of the site and any potential traffic safety, road congestion or parking implications of the development.

A Traffic and Parking Impact Assessment has been prepared by CBRK and accompanies the application. The report demonstrates that traffic generated from the proposed development will not give rise to adverse impacts on the safety and efficiency of the surrounding road network, consistent with the provisions of the SEPP.

4.2.3 State Environmental Planning Policy (Biodiversity and Conservation) 2021

State Environmental Planning Policy (Biodiversity and Conservation) 2021 (Biodiversity and Conservation SEPP) commenced on 1 March 2022, repealing and replacing 11 previous SEPPs.

Of relevance to the proposed development are the following chapters:



- Chapter 2 Vegetation in non-rural areas
- Chapter 10 Sydney Harbour Catchment

4.2.3.1 Chapter 2 - Vegetation in non-rural Areas

Chapter 2 of the SEPP works together with the *Biodiversity Conservation Act 2016* and the *Local Land Services Amendment Act 2016* to create a framework for the regulation of clearing of native vegetation in NSW.

The SEPP regulates clearing that is not ancillary to development requiring consent. Whereas, clearing that is ancillary to development requiring consent will be assessed as part of the development assessment process.

Details of tree removal and protection are provided within the Arborist Report prepared by Naturally Trees that accompanies the development application.

The subject site is largely developed but includes some trees, typically along the site boundaries and scattered throughout the car parking area. An Arborist Report prepared by Naturally Trees is submitted with the development application and identifies that the proposed development necessitates the removal of 21 trees considered to be of moderate to high significance, and 63 low and very low retention value trees. However, 29 of these trees are exempt from Parramatta Council's Tree Preservation Order, 10 of these trees are self-seeded weed species that should be removed irrespective of the works and 13 of these trees display poor vigour, acute dieback, are weed species or problematic and should be removed irrespective of the proposal.

At least 49 trees are proposed to be retained on site, including 12 high retention value trees. Retained trees on the site will be subject to recommended tree protection measures during construction.

To mitigate the loss of vegetation, a comprehensive new landscaping scheme is proposed including semi-mature trees to be planted in available areas in prominent locations. The new trees should have the potential to reach a significant height without excessive inconvenience and be sustainable in the long term, significantly improving the potential of the site to contribute to local amenity and character. Landscape plans have been prepared by Ground Ink and are submitted with the application.

4.2.3.2 Chapter 10 - Sydney Harbour Catchment

The primary aim of the Chapter 10 of the SEPP is to ensure that the catchment, foreshores, waterways and islands of Sydney Harbour are recognised, protected, enhanced and maintained as an outstanding natural and public asset of national heritage significance for existing and future generations. The SEPP also aims to achieve a high quality urban environment and provide a consolidated, simplified and updated legislative framework for future planning.

Chapter 10 of the SEPP applies to the subject site as it is located within the Sydney Harbour Catchment as identified on the Sydney Harbour Catchment Map. The site is not identified as land within the Foreshores and Waterways Area, as a strategic foreshore site, as a heritage item or as land within the wetlands protection area, and therefore only Part 1 of the Instrument is applicable. Part 1 identifies aims of the plan from (a) to (h). The aims set out in Part 1 of Chapter 10 have been considered and the proposal is consistent with these aims. Therefore, the proposal satisfies the relevant provisions of Chapter 10 of the SEPP.

4.2.4 State Environmental Planning Policy (Industry and Employment) 2021

State Environmental Planning Policy (Industry and Employment) 2021 (Industry and Employment SEPP) commenced on 1 March 2022, repealing and replacing two former SEPPs related to employment lands in Western Sydney and advertising and signage.

Of relevance to the proposed development is Chapter 3 Advertising and signage.

4.2.4.1 Chapter 3 – Advertising and signage

Chapter 3 of the SEPP applies to all signage that can be displayed with or without development consent and is visible from any public place.

The objectives of the Chapter 3 are to encourage signage that is compatible with the desired amenity and visual character of an area, provide effective communication, and is of high quality design and finish. Schedule 5 of the SEPP contains assessment of the signage on the character of the area, views and vistas, the streetscape and the building to which it relates. The SEPP does not contain any provisions that relate specifically to business identification signage. Business identification signs are the only advertising signs proposed with this application.

Clause 3.6 of the SEPP states that Council must not grant consent unless proposed signage is consistent with the objectives of the SEPP and the assessment criteria in Schedule 5 of the SEPP. Provided at **Annexure B** of this report is a consideration of the assessment criteria of Schedule 5 of the SEPP.

The extent of the proposed signage is indicated in the architectural plans submitted with the application. A coordinated signage scheme is proposed and will be integrated with the development. The development proposes signage in locations throughout the site and the signage will be used as business identification and wayfinding signage.

The proposed signs are of appropriate size and design, will not have any adverse visual impacts on the streetscape or built form within the locality and provide effective identification of the proposed uses. As such, the proposal is consistent with the objectives and assessment criteria of Chapter 3 of the SEPP.

4.2.5 Parramatta (former The Hills) Local Environmental Plan 2012

Parramatta (former The Hills) Local Environmental Plan 2012 (LEP 2012) applies to the subject site. Under LEP 2012, the subject site is within Zone B6 Enterprise Corridor. The site also contains a small portion of land zoned SP2 Infrastructure (Public Transport Corridor) along the Windsor Road frontage, but this is not affected by the proposal.

The supermarket and BWS liquor store are “retail premises” that are prohibited in the B6 zone under the current LEP provisions. However, subject to the Planning Proposal under assessment (see section 3.1 of this SEE), a supermarket and liquor store will be permitted as ‘additional permitted uses’, limited to a maximum of 3,800m² of GFA. The proposed supermarket and BWS include a combined GFA of 3,685m² and are therefore compliant with this floor space limitation.

All other uses proposed are permitted with consent, as follows:

- ‘Direct to boot’ facility, associated with online sales – defined as a “warehouse or distribution centre” – permitted in the zone
- Gymnasium – defined as a “recreation facility (indoor)” which is permitted as an innominate use
- Small business premises tenancies (T1, T2 and T3) – permitted – defined as “business premises”

Provided at **Annexure A** is a compliance table which identifies the relevant objectives and development standards that apply to the proposal and undertakes an assessment of the proposed development against those relevant provisions. The development is compliant with all of the relevant development standards, as outlined in the compliance table.

4.2.6 The Hills Development Control Plan 2012

The Hills Development Control Plan 2012 (THDCP 2012) applies to the subject site.

Part B, Section 6 of the DCP specifically relates to development on land in business zones, including the B6 zone. The proposal has been assessed against Part B, Section 6 and other relevant sections of THDCP 2012 and a compliance table is included at **Annexure C**. The proposal is generally consistent with the DCP controls, with any minor variations suitably justified within the body of the compliance table.



4.3 IMPACTS ON NATURAL & BUILT ENVIRONMENT

4.3.1 External Appearance & Design

The proposal reuses the existing building, making alterations and additions to enhance its external appearance, which is considered to be consistent with the appearance and character of development anticipated of the locality. The proposal provides for a contemporary commercial development centred on a supermarket and smaller tenancies that are appropriate for the location. The external appearance and design of the proposal reflects this land use.

The exterior of the built form includes variations in façade detailing as well as colours, materials and finishes to enhance the external appearance of the building. Articulation is provided through the angular elements to the building corners and variety of materials, including full height glazing to main entries.

Landscaping is provided in the form of deep soil pockets along the site boundaries as well as new tree planting proposed throughout the car parking and circulations spaces. The landscaping will soften the appearance of the site, assist in screening the proposed buildings and provide shading to reduce the heat island effect. Signage will be integrated throughout and is of a size and type that is consistent with the scale of the development and will not adversely impact the streetscape.

Overall, the proposal will provide a high quality development that will enhance the appearance of the locality. The mix of tenancies and sizes provided will serve the locality in a safe environment that provides a focal point for the local community and enhances the visual appearance of the site. The pedestrian environment will also be enhanced by the provision of a footbridge into the site from North Rocks Road, with an easement to allow for the future extension along the eastern side of the site.

Visual perspectives of the proposed development from Windsor Road and James Ruse Drive are provided in **Figure 16** below.



Figure 16 Perspectives of the development from surrounding roads

4.3.2 Heritage

The subject site contains a locally listed heritage item known as *Stone Bridge Approaches and Foundation Plaque, Sydney Woollen Mills* ("A23") listed in the LEP 2012. Accordingly, a Heritage Impact Statement has been prepared by Extent Heritage Advisors. The HIS concludes that:

"The proposed works can be summarised as:

- Reuse of the existing concrete panel warehouse building, with modifications to the external envelope and internal fitout for repurpose as a Woolworths shopping centre with additional small tenancies.*



- *Painting of the historic remnant wall façade along Windsor Road.*
- *The carpark will be raised to include a slight drop in grade towards the creek, and*
- *Some new subsurface service routes will be excavated.*

The results of this assessment are:

- *Nil to minor impacts to the historic remnant façade wall;*
- *Impact to the interpretation located in the carpark must be assessed and considered; and*
- *No impacts to the potential historical archaeological resource.”*

Based on the assessment, the HIS makes a number of recommendations in relation to the proposed heritage assets on the site. It is anticipated that these works can be dealt with by a condition of consent which requires compliance with the recommendations of the HIS. Subject to the recommendations, the proposed development will not have any adverse impact on the heritage significance of the local heritage item on site, consistent with the requirements of Clause 5.10 of LEP 2012.

In regards to aboriginal heritage, an Aboriginal Heritage Due Diligence Assessment has been prepared by Extent Heritage Advisors and provides the following conclusion:

“This Due Diligence report has assessed the potential for Aboriginal objects to be present within the study area proposed for the redevelopment of 1-9 North Rocks Road into a Woolworths shopping centre. Our review of the AHIMS database and previous studies around the study area indicates that the most common site types that can be expected in this locality are isolated artefacts and artefact scatters (both surface and sub-surface), potential archaeological deposits (PADs), grinding grooves along watercourses and culturally modified trees in areas where remnant vegetation still persists.

Based on the results of our desktop research and site inspection, however, no Aboriginal objects or places (as defined by the National Parks and Wildlife Act 1974) were identified within the study area. Most of the study area has also experienced extensive levels of historical disturbances which have resulted in the complete removal of the original Lucas Heights soil landscape (as well as some of the bedrock) from the northern half of the land parcel. There have also been significant impacts to the soils across the southern half of the study area, resulting in at least a partial (if not complete) removal of Lucas Heights soils at this portion. However, we note that remnant Lucas Heights soils may still be present along the western bank of Darling Mills Creek and hence, may contain sub-surface Aboriginal artefacts.”

In light of the above conclusions, the assessment makes a number of recommendations which we anticipate can be dealt with by a condition of consent requiring compliance with the Aboriginal Heritage Due Diligence Assessment.

No significant works are proposed in the areas of the site that are identified as being of moderate significance, being along the banks of the Darling Mills and Hunts Creeks. Accordingly, the development is unlikely to adversely impact any aboriginal heritage, subject to the abovementioned recommendations.

4.3.3 Views

No significant or iconic views are available through the site. In any event, the proposal utilises the existing building which is of a scale and form reasonably expected at the site structures. Therefore, the proposal will not result in any significant or unreasonable view loss impacts.

4.3.4 Solar Access

The proposal utilises the existing building, incorporating alterations and additions for its adaptive reuse. However, the general scale and form of the building will remain unchanged. The subject site does not immediately adjoin neighbouring properties and is not located in close proximity to any residential properties. Accordingly, the development will not give rise to any adverse overshadowing of neighbouring properties or public open spaces over and above the existing building on site.

4.3.5 Aural & Visual Privacy

The proposed development is located within the B6 zone and is separated by roads and creeks to neighbouring properties, with the nearest residential development being located some 70m away, on the northern side of James Ruse Drive. The subject building and development will largely not be visible from those residential properties and thus there will be no adverse impact on the visual privacy of neighbouring sites.

In terms of acoustic privacy, given the B6 zoning of the site and separation distances to sensitive residential receivers, the proposed development is unlikely to give rise to adverse acoustic impacts. The proposed hours of operation, being 7.00am-12.00am, 7 days per week are consistent with surrounding uses. The hours of operation of the loading dock are proposed from 5.00am-12.00pm, 7 days a week, which is considered reasonable given the scale and location of the site.

In support of the application, a Noise Impact Assessment prepared by Acoustic Logic concludes that the proposed development, land uses and operational hours are not anticipated to give rise to an adverse impacts on neighbouring amenity.

As such, given the above, the proposal will not have any adverse aural and visual privacy impacts on adjoining development or the amenity of residents.

4.3.6 Topography & Scenic Impacts

The subject site is largely built over and the proposal involves alterations to the existing building on site and its adaptive reuse. Whilst some existing site trees are proposed to be removed to facilitate the development, most of these are of low or moderate significance. They will be replaced by new plantings, including native canopy trees. Overall, the development will enhance the appearance of the site and will thus have a positive impact on its scenic quality.

In terms of topography, the architectural plans submitted with the application illustrate that minimal earthworks are proposed across the site. The development will therefore respond to the existing topography of the site.

As such, it is considered that the proposal will not result in adverse topographical or scenic impacts.

4.3.7 Micro-climate Impacts

The proposed development will have no significant impact on the micro-climate of the locality. The impacts of proposed vegetation clearance will be mitigated through replacement planting, stormwater management and soil and erosion control measures.

4.3.8 Water & Air Quality Impacts

The proposed development will have no significant impact on air or water quality in the locality. Stormwater plans are submitted with the application, providing details for stormwater management and measures to reuse rainwater on site. Construction management measures, including soil and water management measures will also be undertaken as part of the development. These measures will ensure that no silt laden water enters the stormwater system or surrounding waterways.

4.3.9 Flora & Fauna Impacts

The proposed development necessitates the removal of 21 trees considered to be of moderate to high significance, and 63 low and very low retention value trees. However, 29 of these trees are exempt from Parramatta Council's Tree Preservation Order, 10 of these trees are self-seeded weed species that should be removed irrespective of the works and 13 of these trees display poor vigour, acute dieback, are weed species or problematic and should be removed irrespective of the proposal.

At least 49 trees are proposed to be retained on site, including 12 high retention value trees. Retained trees on the site will be subject to recommended tree protection measures during construction.

To mitigate the loss of vegetation and associated habitat, a comprehensive new landscaping scheme is proposed including semi-mature trees to be planted in available areas in prominent locations. The new trees should have the potential to reach a significant height without excessive inconvenience and be sustainable in the long term, significantly improving the potential of the site to contribute to local amenity and character. Landscape plans have been prepared by Ground Ink and are submitted with the application.

The landscape plans include extensive tree and vegetation planting, including planting of native species throughout the site. Tree planting will be located at site boundaries, and within the car parking and pedestrian circulation areas, which will assist with shading and provide future habitats for local fauna, particularly along the Darling Mills and Hunts Creeks.

In light of the above, it is considered that the proposed development will not unduly prejudice local flora and fauna in the area, with any adverse impacts being adequately mitigated through new landscaping and tree planting to be incorporated into the development.

4.4 ECONOMIC & SOCIAL IMPACTS

Undertaking the construction works will have some short-term positive economic impacts through employment generation, both direct employment and multiplier effects.

As part of the Planning Proposal (PP-2020-3160) an Economic Impact Assessment was undertaken by Location IQ. The report presents an independent assessment of the demand for the proposed Woolworths supermarket and considers the likely economic impacts that would result from the proposed development.

The EIA identifies that there is a significant undersupply of food and grocery shops in the North Rocks locality, which would be partly satisfied by the proposed development. It finds the scale and type of the development will not create a centre that draws people away from other centres/shops in the surrounding area. As such, all sales impacts from the proposed development are considered to be within the normal competitive range of 10% or less, and when considered in the context of the size, performance and role and function of surrounding centres, would not result in a material, if any, reduction of retail service provision when considering projected population growth in the locality.

In addition to the above, the development has the potential to support 280 permanent jobs on-site, and would also support indirect jobs as part of the construction of the development.

Accordingly, it is considered that the proposed development is likely to have only positive social and economic impacts in the locality.



4.5 THE SUITABILITY OF THE SITE

4.5.1 Access to Services

The subject site is well served by roads and public transport, being adjacent to bus stops on Windsor Road providing regular services to centres throughout the area, including Parramatta CBD.

As the site is within an established area, electricity, sewer, telephone and water services can be readily provided to the subject site.

4.5.2 Parking and Access

The subject site, location and proposed development are considered to raise unique traffic and parking issues and thus the parking rates in the RMS *Guide to Traffic Generating Developments* have been applied to the development. The required parking rates are outlined in the following table.

Table 2 Car parking rates			
Use	Rate	Required	Proposed
Car parking			
Supermarket (GTTGD)	4.2 spaces per 100m ² (supermarket) 4.5 spaces per 100m ² (BWS)	150 (supermarket) 8 (BWS)	219 (plus 6 DTB spaces)
Business Premises (GTTGD)	2 spaces per 100m ²	7	
Gymnasium (GTTGD)	1 space per 50m ²	34	
Bicycle Parking (DCP)	2 spaces plus 5% of the total car parking spaces	14	16
Motorbikes (DCP)	1 space per 50 car spaces	5	6

Vehicular access to the site is provided from the existing entrance from North Rocks Road. This will ensure the safe and efficient operation of the road and surrounding road network. This is confirmed in the Traffic and Parking Impact Assessment prepared by CBRK and submitted with the application. The report describes the impact of the development in terms of traffic and parking and confirms that the car park and accesses have been designed in accordance with the relevant Australian Standards.

In terms of loading and servicing, a loading dock is provided on the northern side of the site and is capable of accommodating a 12.5m (LRV) vehicle. Loading for all the proposed land uses will take place on this side of the site, with vehicles able to manoeuvre in an area adjacent to the dock and exit the site in a forward direction.

In light of the above, the proposed development is a suitable form of development for the site and has an acceptable outcome in terms of traffic and parking in the locality.

4.5.3 Hazards

The site is not in an area recognised by Council as being subject to landslip, bushfire, or any other particular hazards (other than flooding). The proposed development is not likely to increase the likelihood of such hazards occurring and is considered appropriate in this instance.



4.5.3.1 Flood Risk

The subject site is flood prone, being bound by Darling Mills Creek to the east and Hunts Creek to the south. There is potential for the site to be affected by mainstream flooding from Darling Mills Creek and overland flow flooding from stormwater runoff in local catchment. Accordingly, the proposed development is supported by a Flood Risk Assessment prepared by BMT Commercial Australia Pty Ltd.

Specifically, this flood assessment presents the existing flooding conditions within the proposed redevelopment site for the 5% Annual Exceedance Probability (AEP), 1% AEP and Probable Maximum Flood (PMF) design floods, and a qualitative assessment of the impact of the proposed works on existing flood behaviour. Flood constraints and requirements of the proposed redevelopment to comply with Parramatta City Council's flood-related development controls and policies, as defined in *Parramatta Development Control Plan (DCP) 2011* are also identified and assessed.

The Flood Risk Assessment makes the following conclusions:

"The main design constraints to be addressed in order for the development to comply with Council's requirements are:

- Floor levels for new habitable rooms to be set at or above the Flood Planning Level (FPL), which is defined by the 1% AEP flood level plus 0.5 m freeboard;*
- Carparking levels must be as high as practically possible but no lower than 0.1 m below the 1% AEP flood level;*
- The development must be compatible with the 'Upper Parramatta Catchment Floodplain Risk Management Study and Plan' (Bewsher Consulting, 2003).*

The site re-development proposes the extension of carparking areas and re-purposing of the existing building structure. Post-development ground level changes will be located outside the 1% AEP mainstream flood extent and predominantly outside the 1% AEP overland flood extent. New habitable rooms are proposed at the 'mezzanine' level above the existing ground floor. Providing changes to ground levels are located above the 1% AEP mainstream flood level and are kept to a minimum within the predicted extent of inundation during flood magnitudes larger than the 1% AEP flood (mainstream and/or overland flow flooding), it is not considered that the development will increase flood risk across adjoining floodplain areas.

Existing flood hazard is shown in Figure 2-3 and identifies that the site is subject to low hazard flooding in the PMF. As per the 'Upper Parramatta River Floodplain Risk Management Study and Plan' (Bewsher Consulting, 2003), land above the 1% AEP flood level but subject to flooding in the PMF is classified as being a Low Flood Risk precinct. PMF depths of up to 1.93 m are predicted in the southern portion of the site.

Although the finished floor level of the proposed mezzanine (21.76 mAHD) is above the PMF level (20 mAHD), shelter-in-place on the mezzanine level is not considered an appropriate flood response strategy for the proposed development due to space restrictions. Therefore, the recommended preliminary flood response strategy would be for occupants to evacuate the site on foot via the loading zone, onto Windsor Road and in a north-westerly direction along Windsor Road to a final evacuation point outside the floodplain.

Given flash flooding conditions, careful consideration must be given to the flood response strategy in order to minimise the risk to life and property through appropriately co-ordinated response of staff and patrons during operating hours. Therefore, a Flood Emergency Response Plan should be prepared for the development, including but not limited to consideration of:

- implementation of a flood warning system;*

- *evacuation trigger in the event of a major flood (Woolworths have indicated that they would consider installing a flood warning pit near the Darling Mills Creek to act as an evacuation trigger);*
- *proposed evacuation route;*
- *final evacuation point;*
- *roles and responsibilities in preparation for response and recovery from flood emergencies.”*

In accordance with assessment and recommendations in the Flood Risk Assessment, the proposed development can be supported on the site without giving rise to undue flood risk. To minimise risk to life and property, the preparation of a Flood Emergency Response Plan is recommended to be prepared and can be dealt with by a condition of consent.

4.6 THE PUBLIC INTEREST

The proposed development utilises the existing building on site and has been designed to be consistent with the character and appearance of development in the area. The mixture of land uses proposed on site is consistent with the B6 zoning (and additional permissible use) and compatible with other land uses in the locality.

The proposed development is permissible and is consistent with the intent of the relevant planning controls. Through appropriate design measures, the proposal will enhance the visual appearance of the site and provide an appropriate streetscape response and will have no significant adverse impacts on neighbouring developments. Appropriate mitigation measures have been incorporated into the development to ensure that it will have no significant adverse impacts on the natural environment, including adjacent waterways.

The proposal will efficiently utilise the site and support local businesses and residents. The uses will provide a significant number of new jobs for the local community and the retail hierarchy of nearby local centres will not be adversely affected by the proposed development.

The architectural design is well considered and a positive use of the site. The layout achieves safe and efficient movement of vehicles and pedestrians. The design has positive aesthetic impacts on the streetscape and internally for the site as well.

Accordingly, approval of the proposal is considered to be in the public interest.



5. Conclusion

The proposed development has been assessed in light of Section 4.15 of the *Environmental Planning and Assessment Act 1979*, relevant State Environmental Planning Policies and Council's planning instruments.

The proposal seeks consent for the construction of a commercial development comprising a Woolworths supermarket, BWS liquor store, Direct to Boot distribution centre, gymnasium, and three (3) small business premises tenancies and associated car parking, landscaping, and signage at No. 1-9 Windsor Road, North Rocks ("the site").

The supermarket and BWS liquor store are "retail premises" that are prohibited in the B6 zone under the current LEP provisions. However, subject to a Planning Proposal which is due to be finalised and would amend the LEP, a supermarket and liquor store will be permitted as 'additional permitted uses', limited to a maximum of 3,800m² of GFA. The proposed supermarket and BWS include a combined GFA of 3,685m² and are therefore compliant with this floor space limitation.

With the finalisation of the planning proposal and imminent amendment of the LEP, the proposal is consistent with the development standards and objectives in *Parramatta (former The Hills) Local Environmental Plan 2012*. The proposal adequately addresses the relevant planning controls of The Hills DCP 2012, with minor variations justified on merit throughout this Statement.

The proposed development includes the adaptive reuse of the existing building and will significantly enhance the visual appearance of the site. The development has been carefully designed to not adversely impact the heritage significance of the existing local heritage item on site and the potential for any impacts on aboriginal heritage in the locality is low.

The proposed development will have no adverse impacts on the topography of the locality. There will be no adverse impacts on neighbouring developments and the streetscape in terms of built form and design. The proposal will not give rise to detrimental impacts to air quality or water quality. The clearing of vegetation on the site has been thoroughly justified, and mitigation measures are proposed through new landscaping on site. Flood risks have also been appropriately managed and mitigated as part of the development.

The traffic generation is considered acceptable and is within the capacity of the surrounding existing and future road network. The parking arrangement within the site is suitable to the specific nature of the proposed uses and will meet the needs of customers and employees.

Undertaking the construction works will have some short-term positive economic impacts through employment generation, both direct employment and multiplier effects. The proposal will have long term positive economic impacts through the provision of services and facilities and employment opportunities for the local community.

Subject to recommendations in relation to flooding, the site is suitable for the development. There will be no adverse impacts on the amenity of neighbouring properties or the locality. The proposal is considered to represent a suitable form of development anticipated by planning controls.

The proposal is therefore considered to be in the public interest and worthy of Council's support.



ANNEXURE A

Parramatta (former The Hills) LEP 2012 - Compliance Table



Parramatta (former The Hills) LEP 2012 - Compliance Table

Clause / Control	Requirement	Proposal	Complies?
Land Use Table	Zone B6 Enterprise Corridor	<p>The supermarket and BWS liquor store are forms of “retail premises” that are prohibited in the B6 zone under the current LEP. However, subject to the Planning Proposal under assessment (see section 3.1 of this SEE), a supermarket and liquor will be permitted as an Additional Permitted Use subject to a 3,800m² floor space limitation. The proposed supermarket and BWS include a combined GFA of 3,685m² and are therefore compliant with this floor space limitation.</p> <p>All other uses proposed are permitted with consent, as follows:</p> <ul style="list-style-type: none"> • ‘Direct to boot’ facility, associated with online sales – defined as a “warehouse or distribution centre” – permitted in the zone • Gymnasium – defined as a “recreation facility (indoor)” which is permitted as an innominate use • Small business premises tenancies (T1, T2 and T3) – permitted – defined as “business premises” 	Yes (subject to finalisation of planning proposal and LEP amendment)
	<p>1 Objectives of zone</p> <ul style="list-style-type: none"> • To promote businesses along main roads and to encourage a mix of compatible uses. • To provide a range of employment uses (including business, office, retail and light industrial uses). • To maintain the economic strength of centres by limiting retailing activity. 	The proposal meets the objectives of the B6 zone by providing a range of commercial and business tenancies as well as a supermarket use (additional permitted use) along main roads that will serve the wider area. These uses are compatible with one another and surrounding uses, and will not adversely impact the strength of nearby centres, including Parramatta CBD.	Yes
4.3 Height of Buildings	(2) The height of a building on any land is not to exceed the maximum height shown for the land on the Height of Buildings Map. <i>Maximum permitted building height is: 16m</i>	The proposed maximum height is 13.2m, to the top of the rooftop plant.	Yes
4.4 Floor Space Ratio	(2) The maximum floor space ratio for a building on any land is not to exceed the floor space ratio shown for the land on the Floor Space Ratio Map. <i>Maximum permitted FSR is: 1:1</i>	The proposed development includes 5,916m ² of GFA which equates to an FSR of 0.29:1 (Site area: 20,524m ²).	Yes

Parramatta (former The Hills) LEP 2012 - Compliance Table

		The GFA comprises: supermarket 3,507m ² , BWS liquor store 178m ² , Direct to Boot 116m ² , gymnasium 1,647m ² , business premises/tenancies T1-T3 264m ² , mall 140m ² and amenities 64m ² .	
5.1 Relevant acquisition authority	(2) The authority of the State that will be the relevant authority to acquire land, if the land is required to be acquired under the owner-initiated acquisition provisions, is the authority of the State specified below in relation to the land shown on the Land Reservation Acquisition Map (or, if an authority of the State is not specified in relation to land required to be so acquired, the authority designated or determined under those provisions).	Part of the north-western side of the site is identified on the Land Reservation Acquisition Map as Zone SP2 Infrastructure and marked "Public Transport Corridor". Transport for NSW are the acquisition authority. No development is proposed on this part of the site and thus the proposal will not inhibit the future acquisition of this land.	Yes
5.1A Development on land intended to be acquired for public purposes	(2) Development consent must not be granted to any development on land identified on the Land Reservation Acquisition Map to be acquired for a public purpose unless the consent authority is satisfied that the development is likely to be consistent with the public purpose identified on that map for that land.	As above.	Yes
5.10 Heritage conservation	(4) Effect of proposed development on heritage significance The consent authority must, before granting consent under this clause in respect of a heritage item or heritage conservation area, consider the effect of the proposed development on the heritage significance of the item or area concerned.	Local heritage item no. "A23" which comprises of archaeological site known as " <i>Stone bridge approaches and foundation plaque, Sydney Woollen Mills</i> " is located on the site. A Heritage Impact Statement has therefore been prepared by Extent Heritage Advisors. Refer to discussion in Section 4.3.6 of this SEE.	Yes
7.3 Flood planning	(3) Development consent must not be granted to development on land to which this clause applies unless the consent authority is satisfied that the development— (a) is compatible with the flood hazard of the land, and (b) is not likely to significantly adversely affect flood behaviour resulting in detrimental increases in the potential flood affectation of other development or properties, and (c) incorporates appropriate measures to manage risk to life from flood, and	<p>The subject site is flood prone, being affected by mainstream flooding from Darling Mills Creek and overland flow flooding from stormwater runoff in local catchment. Therefore, a Flood Risk Assessment has been prepared by BMT Commercial Australia Pty Ltd and supports the application.</p> <p>In accordance with assessment and recommendations in the Flood Risk Assessment, the proposed development can be supported on the site without giving rise to undue flood risk.</p> <p>Refer to discussion in Section 4.5.3.1 of this SEE.</p>	Yes

Parramatta (former The Hills) LEP 2012 - Compliance Table

	(d) is not likely to significantly adversely affect the environment or cause avoidable erosion, siltation, destruction of riparian vegetation or a reduction in the stability of river banks or watercourses, and (e) is not likely to result in unsustainable social and economic costs to the community as a consequence of flooding.		
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ANNEXURE B

SEPP (Industry and Employment) 2021 – Chapter 3 Advertising and signage - Compliance Table



SEPP (Industry and Employment) 2021 — Advertising and Signage			
Clause / Control	Requirement	Proposal	Complies?
Schedule 5			
Character of the Area	Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?	Yes. The proposed signage accords with the objectives of the B6 zoning in providing identification for the businesses at the site. It is compatible with signage proposed on neighbouring sites.	Yes
	Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?	The proposed signage is typical for a non-residential development of the scale proposed.	Yes
Special Areas	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 for business identification and wayfinding purposes and is consistent with style of signage expected in a development of this type. It is not anticipated that the proposed signage will have any significant negative impact on the amenity of the locality or residential properties on the opposite side of James Ruse Drive.	Yes
Views and Vistas	Does the proposal obscure or compromise important views?	No.	Yes
	Does the proposal dominate the skyline and reduce the quality of vistas?	No – the proposed signage is entirely appropriate for development of this type and is generally integrated at street/car park level or into the building façades.	Yes
	Does the proposal respect the viewing rights of other advertisers?	Yes - the signage will not obstruct any other business identification signs or advertising signs.	Yes
Streetscape setting or landscape	Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?	The scale of the signs is compatible with the size and scale of the proposed development.	Yes
	Does the proposal contribute to the visual interest of the streetscape, setting or landscape?	The proposed signage is for business identification and wayfinding purposes only.	Yes
	Does the proposal reduce clutter by rationalising and simplifying existing advertising?	Not applicable – no existing advertising.	N/A
	Does the proposal screen unsightliness?	The signage is in association with the proposed development which provides alterations and additions to the existing	N/A

SEPP (Industry and Employment) 2021 — Advertising and Signage			
		building, resulting in a high quality non-residential development that enhances the visual appearance of the site.	
	Does the proposal protrude above buildings, structures or tree canopies in the area or locality?	The signage is generally integrated into the building façades or on standalone structures and does not protrude above the subject building.	Yes
	Does the proposal require ongoing vegetation management?	No.	N/A
Site and Building	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?	Yes - the signage is of a scale that is consistent and compatible with the proposed development and the locality.	Yes
	Does the proposal respect important features of the site or building, or both?	The signage is appropriate to draw attention to the businesses and car parking located at the site.	Yes
	Does the proposal show innovation and imagination in its relationship to the site or building, or both?	The signage is typical for a development such as the proposal.	Yes
Associated devices and logos with advertisements and advertising structures	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?	Woolworths logos have been incorporated into the proposed signage design. Some of the signage will be illuminated.	Yes
Illumination	Would illumination result in unacceptable glare?	No.	Yes
	Would illumination detract from the amenity of any residence or other form of accommodation?	No - residential development is located on the opposite side of James Ruse Drive and not within a distance where it would be adversely affected.	Yes
	Can the intensity of the illumination be adjusted, if necessary?	Subject to Council and TfNSW specifications.	Yes
	Is the illumination subject to a curfew?	Subject to Council and TfNSW specifications.	Yes
Safety	Would illumination affect safety for pedestrians, vehicles or aircraft?	No – illumination is to allow for reading of the signs only.	Yes
	Would the proposal reduce the safety for any public road?	No - all signage is located within the property boundary and will not result in a safety hazard for motorists.	Yes

SEPP (Industry and Employment) 2021 — Advertising and Signage

	Would the proposal reduce the safety for pedestrians or bicyclists?	No - signage is located within the property boundary and will not create a distraction for pedestrians or cyclists.	Yes
	Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?	No - the signage will not obstruct sight lines.	Yes

ANNEXURE C

The Hills DCP 2012 – Compliance Table



The Hills DCP 2012 Compliance Table

Clause / Control	Requirement	Proposal	Complies?
Part B Section 6 – Business			
2.2 Site Analysis	(a) Development should be designed to respect site constraints such as topography, drainage, soil landscapes, flora, fauna and bushfire hazard.	The development involves alterations and additions, and the adaptive reuse of the existing building on site. As a result, disturbance to the natural features of the site is minimised, as outlined in this SEE.	Yes
	(b) Disturbance to existing natural vegetation, landforms, creeks, wetlands and overland flow paths should be minimised.	Some existing trees will be removed from the site, although most will be of low to moderate retention value. The development is designed to respond to the flood affection of the site.	Yes
	(c) Development on land adjoining bushland reserves should incorporate measures (such as setbacks and buffers) to prevent any impact on these reserves.	No bushland reserves adjoining.	N/A
	(d) Development should be sited away from steep slopes (particularly those containing natural vegetation) so that, where possible, these features can be kept in a natural state.	No development is proposed on steep slopes.	N/A
	(e) Land with a slope greater than 20% is not suitable for development.	The site does not have a slope greater than 20%.	Yes
	(f) Development applications for proposals on land with a slope of between 15-20% must be accompanied by a geotechnical report.	The site does not have a slope between 15-20%.	N/A
	(g) Development on land adjoining Bella Vista Farm Park should incorporate measures (such as setbacks and buffers) to minimise any impact on the Bella Vista Farm Park.	N/A	N/A
2.3 Development Sites	(a) The minimum site frontage requirement is 18 metres, except in Balmoral Road Release Area where the minimum road frontage is 60 metres.	The site has a 230m road frontage to Windsor Road.	Yes

The Hills DCP 2012 Compliance Table

	<p>(b) Development should ensure that adequate provision has been made for water, sewerage, energy supply, telecommunications and stormwater drainage to the satisfaction of the relevant authorities.</p> <p>(c) Development consent will not be granted until arrangements satisfactory to the relevant authorities are made for the provision of services.</p> <p>(d) All services shall be underground and the installation of services should occur in a cooperative manner for efficiency and to minimise ground disturbance.</p> <p>(e) Consent may not be granted to an application that isolates an area of land that does not meet the minimum site area requirements.</p>	<p>The site is already connected to water, sewerage, energy supply, telecommunications and stormwater drainage.</p> <p>As above.</p> <p>This can be dealt with by conditions of consent.</p> <p>No site will be isolated by the subject development.</p>	<p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Yes</p>
2.5 Setbacks	<p>For all business zoned land except Norwest Business Park:</p> <p>(a) All single and two storey retail/commercial development located along a public road may utilize a zero setback, other than in those site specific areas specified on the precinct plan maps contained in Appendix A of this Section.</p> <p>(b) For buildings greater than two storeys or 8 metres in height, the remaining storeys are to be setback within a building height plane of 45° starting from a height of 8 metres.</p> <p>(c) Where any proposed development is opposite or adjacent to Residential, Special Purpose or Recreation zones, the building shall be setback a minimum of 6 metres, or as specified on the precinct plan maps contained in Appendix A to this Section. This area is to be used exclusively for landscaping and screening purposes or for the protection of endangered ecological communities present on a site.</p>	<p>The proposal utilises the existing building envelope, which is setback from all street frontages.</p> <p>The proposal is in excess of 8m in height and complies with the height plane setback.</p> <p>The building is setback at least 6m from any land zoned SP2.</p>	<p>Yes</p> <p>Yes</p> <p>Yes</p>

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	<p>(d) Redevelopment of any commercial/retail development, operating under existing use rights in a residential zone, will be required to comply with the residential setback applying to the locality.</p> <p>(e) Council will require written concurrence from Integral Energy for developments proposed within an electricity easement.</p> <p>(f) The setback to a creek is to be no less than 40 metres from the top of the bank of the creek or otherwise to the requirements of the Office of Environment and Heritage.</p> <p>(g) Where a development site is affected by a road widening proposal the minimum setback will be measured from the proposed new alignment of the road.</p>	<p>N/A</p> <p>N/A</p> <p>The existing building is within approximately 5.5m from Darling Mills Creek. This proposal will not reduce the existing building setbacks to the Creek and raises no concerns with regards to archaeological or aboriginal heritage..</p> <p>Complies with regards to the setback from Windsor Road.</p>	<p>N/A</p> <p>N/A</p> <p>On Merit</p> <p>Yes</p>
2.6 Building Height	<p>(a) Refer to Clause 4.3 Height of buildings, Clause 5.6 Architectural roof features and Height of Buildings Maps in The Hills Local Environmental Plan 2012.</p> <p>(e) Where a building creates overshadowing of an adjoining property the roof shall be designed so as to minimize shadow effects</p>	<p>Complies.</p> <p>The development does not overshadow neighbouring properties.</p>	<p>Yes</p> <p>N/A</p>
2.7 Building Design and Materials	<p>(a) All building construction must comply with the Environmental Planning & Assessment Act 1979 (EP&A Act) and the Building Code of Australia.</p> <p>(b) All external walls of buildings shall be constructed of brick, glass, pre-cast exposed aggregate panels of similar material. However, use of new materials that generate a lower environmental cost will be considered on their merits. Under no circumstances will masonry block work be permitted on external walls.</p>	<p>EP&A Act compliance outlined in this SEE. BCA compliance can be secured by conditions of consent.</p> <p>Refer to materials and finishes schedule in the accompanying architectural plans.</p>	<p>Yes</p> <p>Yes</p>

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(c) Design of buildings shall give consideration to the privacy of adjoining residential development.	The development will not overlook any nearby residential properties, with the nearest being on the opposite side of James Ruse Drive.	Yes
(e) Natural ventilation is preferred, however where mechanical ventilation is necessary any roof ventilators, exhaust towers, hoppers and the like should be located so as not to be visible from any public place or residential area. Where feasible, the design of such items should be complementary to the design and appearance of the building as a whole.	All plant equipment will be discreetly located within the building or at roof level, within enclosures. As such, it will not be readily visible from the public domain.	Yes
(f) Consideration should be given to use of low reflectivity building materials on building facades.	Low reflectivity materials are proposed - refer to materials and finishes schedule.	Yes
(g) Avoid materials that are likely to contribute to poor internal air quality such as those generating formaldehyde (new carpets) or those that may create a breathing hazard in the case of fire (e.g. polyurethane).	None proposed.	Yes
(h) Select materials that will minimise the long-term environmental impact over the whole life of the development.	Complies.	Yes
(i) Preference should be given to materials derived from renewable sources or those that are sustainable and generate a lower environmental cost, recycled material or materials with low embodied energy, better lifecycle costs and durability. For example, use plantation rather than old growth timbers.	High quality, durable materials are proposed.	Yes
(j) Choice of materials should be based on consideration of both their environmental and economic costs.	Noted.	-
(k) In accordance with the "Designing Safer Communities Guidelines" buildings should be designed with visible entrances, no entrapment spaces and utilise anti-graffiti surfaces.	Refer to accompanying CPTED report.	Yes

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2.9 Hours of Operation	<p>(a) Proposed hours of operation must take into account the operation of loading docks, waste collection services and the use of cleaning/maintenance vehicles, out of hours.</p> <p>(d) Justification is required to be submitted for the hours of operation and which address noise or other operational issues arising from particular developments. Conditions may be imposed to ameliorate any impact on the adjoining land uses.</p>	<p>The proposed hours of operations are reasonable given the location of the site, being:</p> <ul style="list-style-type: none"> • Woolworths store: 7.00am-12.00am, 7 days per week • BWS liquor store: 8.00am-10.00pm on Monday to Saturday and 10.00am-10.00pm on Sundays • Small business tenancies: 7.00am-12.00am, 7 days per week • Gymnasium: 24 hours • Loading dock: 5.00am-12.00am, 7 days per week 	Yes
2.10 Energy Efficiency	<p>(a) The design of all buildings shall demonstrate passive solar design principles i.e.</p> <ul style="list-style-type: none"> - Window placement; - Building orientation; - Shading; - Insulation; - Thermal mass; - Ventilation; and - Incorporation of suitable landscaping. 	<p>The development reutilises the existing building and provides new windows and doors to increase natural light and ventilation. Materials proposed are high quality and durable. Refer to accompanying Section J Report.</p> <p>In addition, the following comments are made in respect of the identified principles:</p> <ul style="list-style-type: none"> - <u>Window placement</u> There are minimal windows to the building. The existing window to the west has horizontal sunshades proposed to protect this window from the harsh western sun. The Western shopfront to the LFR has a large horizontal awning which provides protection to the tenancy. On the Eastern elevation at the entry, the large awning and signage provides solar protection. - <u>Building orientation</u> As the building is existing, the orientation has been set to front the large car park to the East. The alfresco dining area has been located as close to north as possible, and has an overhead canopy to protect it from the eastern morning sun. - <u>Shading</u> Shading is provided to the existing building through the use of various strategies. For example, external horizontal sunshades are proposed to the Western window, Deep 	Yes

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	(b) All buildings shall achieve as a minimum a 4 star Building Greenhouse rating with respect to energy efficiency. Details of the rating for each building are to be provided with the development application.	<p>awnings with large fascia's are provided to the west and the east and large signage elements provide protection to the entry glazing.</p> <ul style="list-style-type: none"> - <u>Insulation</u> To section J Requirements. - <u>Thermal mass</u> The existing building is constructed out of concrete precast panel walls with lightweight metal roofing. The precast panels provide a level of thermal mass to the building which gives the building the ability to absorb, store and release heat. - <u>Ventilation</u> N/A <p>Refer to accompanying Section J Report and Preliminary Water Strategy prepared by WSP.</p>	Yes
2.12 Erosion and Sediment Control	(a) Applications for all development, including subdivision, are to be accompanied by an Erosion and Sediment Control Plan (ESCP) that will describe the measures to be undertaken at development sites to minimise land disturbance and erosion, and to control sediment pollution of creeks. ESCPs are to clearly identify the erosion and sediment control measures to be used.	An Erosion and Sediment Control Plan is submitted as part of the accompanying Stormwater Plans with the application.	Yes
2.12 Fencing, Landscaping and Tree Preservation	<p>(a) Existing trees and surrounding shrubs, groundcovers and grasses should be preserved.</p> <p>(b) All setback and car parking areas are to be regenerated and maintained to a high standard utilising endemic species.</p> <p>(c) Native species are to be used to maintain a strong natural theme for the neighbourhood, owing to their low maintenance characteristics,</p>	<p>Refer to Section 4.3.5 of this SEE.</p> <p>New tree planting includes native species.</p> <p>As above – refer to accompanying Landscape Plans.</p>	<p>On Merit</p> <p>Yes</p> <p>Yes</p>

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	<p>relative fast growth, aesthetic appeal and suitability to the natural habitat.</p> <p>(d) Landscape treatments are to harmonise with building designs and should consist of trees, shrubs, groundcovers and grass (Kikuyu is prohibited in any landscaping or lawn area).</p> <p>(e) Landscaping is to be provided in accordance with the provisions set out in Part C Section 3 - Landscaping.</p> <p>(f) Grassed embankments are not to exceed a 1:6 slope.</p> <p>(g) All landscaped areas are to have a minimum width of 2 metres.</p> <p>(h) In accordance with the "Designing Safer Communities Guidelines" landscaping should incorporate natural surveillance, good sightlines, lighting and active use of open space.</p> <p>(i) Endangered ecological communities are to be preserved and maintained in accordance with a Vegetation Management Plan.</p> <p>(j) For child care centres, refer to Appendix E in this DCP Section.</p>	<p>A range of vegetation is proposed to be planted across the site as identified in the accompanying Landscape Plans.</p> <p>Refer to accompanying Landscape Plans.</p> <p>None proposed.</p> <p>Refer to accompanying Landscape Plans.</p> <p>Landscaping will not adversely impact natural surveillance and sightlines throughout the site.</p> <p>None impacted.</p> <p>N/A</p>	<p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Yes</p> <p>N/A</p>
2.15 Vehicular Access	<p>(a) Vehicular access to main roads shall not be permitted where alternative access is available or can be acquired.</p> <p>(b) Adequate vehicular entry and exit from the development is to be provided and shall be designed to provide a safe environment for both pedestrians and vehicles using the site and surrounding road network.</p> <p>(c) Vehicular ingress and egress to the site must be in a forward direction at all times.</p>	<p>Existing vehicle access from North Rocks Road will be utilised.</p> <p>Safe vehicular access/egress is provided and will be enhanced by the introduction of traffic signals to ensure the safe and efficient operation of the surrounding roads is maintained.</p> <p>Complies.</p>	<p>Yes</p> <p>Yes</p> <p>Yes</p>

The Hills DCP 2012 Compliance Table

	<p>(d) All internal driveways, circulation and parking areas are to be sealed with a hard-stand, all weather material that complies with Council's "Work Specification Subdivision/ Development" policy.</p> <p>(e) All roads intended to be dedicated to Council as public roads shall be constructed to Council's requirements.</p> <p>(f) Driveways from public roads will be:</p> <ul style="list-style-type: none"> • Perpendicular to the road within the building setback; • Separated or divided at the property boundary for ingress and egress movements; • Sight distances are to be in accordance with Part C Section 1 – Parking of this DCP and Council's Design Guideline for Subdivisions/Developments 	<p>Complies – refer to accompanying Traffic and Parking Impact Assessment.</p> <p>None proposed.</p> <p>The existing access from North Rocks Road will be utilised and enhanced as part of the development.</p>	<p>Yes</p> <p>N/A</p> <p>Yes</p>
2.17 Bicycle Parking	<p>(a) Bicycle parking facilities are required for all new and redeveloping commercial/business centres. For all land zoned business (except Norwest Business Park), bicycle facilities are required to be provided for:-</p> <ul style="list-style-type: none"> → Any new commercial/retail development, which exceeds 5,000m2 in GFA; and → Any extensions to existing commercial/retail developments which will have the effect of increasing the size of the total development to greater than 5,000m2. <p>(c) Bicycle parking spaces for the above developments are to be provided at a minimum rate of 2 spaces plus 5% of the total number of car parking spaces required for the development. Consideration should be given to the provision of undercover facilities.</p>	<p>Bicycle parking is provided on site, adjacent to the southern corner of the building. Parking is provided for 16 bicycles.</p> <p>225 car spaces are proposed. Therefore, 14 bicycle parking spaces are required. 16 spaces are proposed.</p>	<p>Yes</p> <p>Yes</p>

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(d) Bicycle parking should be located in close proximity to the building's entrance and clustered in lots not exceeding 16 spaces.	All bicycle parking is located adjacent to the building entrances.	Yes
(e) Each bicycle parking space shall be not less than 1.8 metres in length and 600mm in width and shall have a bicycle rack system.	Detailed design can be secured by conditions of consent.	Yes
(f) Bicycle parking facilities shall support bicycles in a stable position without damage to wheels, frames or other components.	Detailed design can be secured by conditions of consent.	Yes
(g) Bicycle parking facilities should be located in highly visible, illuminated areas to minimise theft and vandalism.	Bicycle parking is located adjacent to main entrances, in well-lit visible areas.	Yes
(h) Bicycle parking facilities shall be securely anchored to the site surface so they cannot easily be removed and shall be of sufficient strength to resist vandalism and theft.	Detailed design can be secured by conditions of consent.	Yes
(i) Bicycle parking facilities shall not impede pedestrian or vehicular circulation and should be in harmony with their environment and design. Parking facilities should be incorporated wherever possible into building or street furniture.	Bicycle parking will not impede on pedestrian or vehicular circulation in and around the site.	Yes
(j) Racks must not be placed so close to any wall or other obstruction so as to make use difficult.	Complies.	Yes
(k) Bicycle parking facilities within car parking areas shall be separated by a physical barrier to protect bicycles from damage by cars, such as curbs, wheel stops or other similar features.	Bicycle parking is not located in the car park.	Yes
(l) Consideration should be given to providing staff change rooms and washing facilities	Detailed design of staff bathrooms and facilities will be confirmed during separate applications for the fit-out of the premises.	Yes

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2.18 Loading Facilities	(a) Loading docks shall be located so they are not visible from adjoining residential areas and do not transmit excessive noise to adjoining residential areas.	The loading dock is located on the northern side of the site and will not be visible or within close vicinity of residential properties.	Yes
	(b) Provision of loading docks is to be commensurate with the size and nature of the development proposed.	The loading dock is capable of serving the entire development.	Yes
	(c) Where a residential development and commercial development occupy the same site or development, loading docks are to be suitably sized for waste collection vehicles by Council and its contractor.	N/A	N/A
	(d) The number of loading bays required for supermarkets, department stores, mixed small shops and offices is specified in DCP Part C Section 1 - Parking. For all other permissible development, there is to be a minimum one loading dock space, suitable to the size of the development.	Complies - refer to accompanying Traffic and Parking Impact Assessment.	Yes
	(e) Turning provisions are to be provided within the site for the manoeuvring of vehicles using the loading and unloading facilities in accordance with AUSTROADS Design Vehicular and Turning Templates.	Trucks and service vehicles will be able to manoeuvre in the area adjacent to the loading docks. Refer to swept paths in accompanying Traffic and Parking Impact Assessment.	Yes
	(f) For land in Norwest Business Park, the minimum number of loading bays required shall be in accordance with the provisions in Part C Section 1 – Parking of this DCP.	N/A	N/A
2.19 Access and Movement	(a) All new buildings and alterations and additions to existing buildings must comply with the requirements of the Disability (Access to Premises – Buildings) Standards.	Capable of compliance – refer to accompanying Access Report.	Yes
	(b) Accessible car parking spaces and layout should be designed to comply with Australian Standard AS2890.6.	Complies – refer to accompanying Traffic and Parking Impact Assessment.	Yes

The Hills DCP 2012 Compliance Table

	<p>(c) All internal and external pathways and ramps should conform to the requirements set out in AS1428.1 – Design for Access and Mobility.</p> <p>(d) In accordance with the “Designing Safer Communities Guidelines” pathways should be open to provide greater visibility and be well-lit at night.</p> <p>(e) Proposed development in Norwest Business Park should provide clearly defined pedestrian pathways:</p> <ul style="list-style-type: none"> → Between proposed developments. → Along sub-arterial or arterial roads. → As links to proposed North West Rail Link and North West T-way stations 	<p>Capable of compliance – refer to accompanying Access Report.</p> <p>The car parking area and pathways in the site will be lit during the night. Refer to accompanying CPTED report.</p> <p>N/A</p>	<p>Yes</p> <p>Yes</p> <p>N/A</p>
2.20 Parenting Facilities	<p>(a) Parenting rooms are to be provided for:-</p> <ul style="list-style-type: none"> → All new retail developments which exceed 3,000m2 in floor area; <p>(b) Parenting rooms should provide users with the following services and facilities:-</p> <ul style="list-style-type: none"> → A quiet convenient place for parents to feed children in privacy; → Comfortable seating, preferably armchair style and couches for twins; → An allocated area safe and clean to change nappies; → A curtained breastfeeding area to maintain privacy of breast feeding women so that male carers of infants can access the area without disturbing breast feeding mothers; → Provision of warm and cold water and hand drying facilities; → Bottle warming facilities; → Waste containers with tight fitting lids; → A smoke free zone; → Easy pram/stroller access; → Adequate clear signage to identify the room/facility and such signage is not to include symbols such as stylized baby's bottles; 	<p>Bathroom facilities provided on site will have parenting facilities.</p> <p>The bathroom facilities on site will be private spaces to allow for parenting requirements on site, including an area of nappy changing. The bathrooms will be capable of accommodating a pram or stroller. Given the size and type of development, the facilities are considered to be adequate and consistent with the facilities provided at other Woolworths stores of a similar size. Therefore, no separate parenting room is considered to be necessary in this instance.</p>	<p>On Merit</p> <p>On Merit</p>

The Hills DCP 2012 Compliance Table

	<ul style="list-style-type: none"> → Directional signage to identify the location of the room/facility; → Entry doors which are light to push, and have the ability to be propped open for pram and wheelchair access, but not automatic as toddlers can escape; → Toddler toilet with low mirror and low wash basin with automatic cut off taps; → Hot water thermostat regulators to be installed on taps; → Comfortable lighting and ventilation or air conditioning; → Disposable cup dispenser; and → Separate male and female toilets with sufficient additional space within each cubicle for a pram or a stroller. 		
2.21 Stormwater Management	(a) Water Sensitive Urban Design (WSUD) principles shall be employed in the management of the site's/development's stormwater in terms of water retention, reuse and cleansing.	Refer to accompanying Stormwater Management Plans.	Yes
2.22 Waste Management – Storage and Facilities	<p>(a) Adequate storage for waste materials must be provided on site. Ideally waste storage containers should be kept inside units and under no circumstances should waste storage containers be stored in locations that restrict access to any of the car parking spaces provided on site.</p> <p>(b) Where a residential development and commercial development occupy the same site or development, the waste handling, storage and collection systems for residential and commercial waste are to be completely separate and self-contained.</p> <p>(c) All waste must be removed at regular intervals and not less frequently than once per week.</p> <p>(d) All waste storage areas must be screened from view from any adjoining residential property or public place.</p>	<p>Waste storage rooms are provided on the northern side of the building and include adequate space to service all land uses on the site. The waste storage areas are adjacent to the loading dock and not in close proximity of customer parking areas.</p> <p>N/A</p> <p>Daily waste collection is proposed.</p> <p>Waste storage areas are located on the northern side of the site and not readily visible from the public domain.</p>	<p>Yes</p> <p>N/A</p> <p>Yes</p> <p>Yes</p>

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	(e) Waste storage areas must be kept clean, tidy and free from offensive odours at all times.	Can be secured by conditions of consent.	Yes
2.27 Pollution Control	(a) The emission of air impurities, as defined under the Protection of the Environment Operations Act 1997, is to be controlled to the satisfaction of Council at all times.	The development will comply. Can be secured by conditions of consent.	Yes
	(b) Certain uses may be required to be licensed under the Protection of the Environment Operations Act 1997.	Noted. Can be secured by conditions of consent, if required.	Yes
	(c) Any machinery or activity considered to create a noise nuisance must be adequately soundproofed in accordance with the provisions of the Protection of the Environment Operations Act 1997.	Complies - refer to accompanying Acoustic Report.	Yes
	(d) The use of mechanical plant and equipment may be restricted where sites are located near existing and proposed residential areas.	The site is not located in close proximity to residential properties.	N/A
	(e) Incinerators are not permitted for waste disposal.	None proposed.	N/A
Part C Section 1 - Parking			
2.1 General Parking Requirements	(a) Number of required parking spaces and associated conditions must be provided in accordance with Table 1. Any part spaces must be rounded up to the nearest whole number.	Parking is provided in accordance with the GTTGD, as outlined in the accompanying Traffic Report prepared by CBRK.	On Merit
2.2 Parking for Disabled Persons and Parents With Prams	(a) A proportion of the total parking spaces required shall be provided for disabled persons in accordance with Table 2. <u>Retail/Commercial</u> 2% of total car parking	5 accessible spaces are required and 5 are proposed.	Yes
2.3 Bicycle Parking	(a) The provision of bicycle parking must in accordance with Table 3. <u>Commercial Premises (including business premises and office premises):</u>	14 bicycle spaces are required and 16 are proposed.	Yes

The Hills DCP 2012 Compliance Table

	<i>2 spaces plus 5% of the total number of car spaces required where – New development exceeds 5,000m² in GFA or Additions to existing developments that increase the size of the total development to greater than 5,000m² GFA. Plus Change and Shower Facilities.</i>		
2.4 Motorcycle Parking	(a) Motorcycle parking is to be provided for all developments with on-site parking of more than 50 car parking spaces, at a rate of 1 motorcycle parking space for every 50 car parking spaces or part thereof.	225 car spaces are proposed and therefore five (5) motorcycle spaces are required. Six (6) are proposed.	Yes
Part C Section 2 - Signage			
2.1 Design Considerations	<p>(a) Business and building identification signs shall not incorporate flashing lights or animated or movable components.</p> <p>(b) Business and building identification signs shall be permanently fixed to the premises.</p> <p>(c) Business and building identification signs shall not be located or constructed in such a manner as to obstruct any other approved sign.</p> <p>(d) Permanent business and building identification signs shall not be located or constructed in such a manner as to obstruct the view of traffic lights or street signs, nor detrimentally obstruct motorists' or pedestrians' vision at an intersection or on any public road.</p> <p>(e) Business and building identification signs shall not be constructed of canvas, calico or any like material.</p> <p>(f) A free-standing pylon sign shall not exceed ten metres in height, measured from the existing ground level to the top of the structure, provided that the height of any pole sign shall have regard to the nature and height of development in the immediate vicinity.</p>	<p>No flashing lights or animation proposed.</p> <p>All signage will be permanently fixed.</p> <p>No signage will obstruct existing signage adjacent to the site.</p> <p>Signage will not intrude of sightlines for pedestrians and vehicles on surrounding roads.</p> <p>Not proposed.</p> <p>No free standing signage will exceed 10m in height.</p>	<p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Yes</p>

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	<p>(g) Projecting wall business and building identification signs and flush wall signs shall not extend above the wall to which they are attached.</p> <p>(h) All proposed signage is to be consistent with the objectives of State Environmental Planning Policy No.64 – Advertising and Signage as specified in clause 3(1)(a) of the SEPP.</p> <p>(i) Applications for signage must demonstrate how the proposed signage satisfies the assessment criteria specified in Schedule 1 of SEPP No.64.</p> <p>(j) No structure will be erected within 3 metres of the kerb or carriageway. Any structure within 5 metres of the kerb or carriageway will be of frangible design.</p> <p>(k) All business and building identification signage should be designed in accordance with the Council's 'Designing Safer Communities Guidelines.' Signage should be legible and identify safe access routes.</p>	<p>No signage will extend above the external walls of the building.</p> <p>Complies – refer to Annexure B.</p> <p>Refer to Annexure B.</p> <p>All signage proposed is within the site boundary and at least 3m from a public road kerb or carriageway.</p> <p>Signage is proposed to provide wayfinding to and throughout the site.</p>	<p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Yes</p>
2.11 Illumination of Signs	<p>(a) Any illuminated signage shall not adversely impact upon adjoining properties and shall be designed to ensure that no light spills onto adjoining or adjacent properties.</p> <p>(b) Any illumination of signage shall be switched off upon the closure of business each day. Should the business operate during normal business hours only, illumination shall be switched off by 9pm daily.</p> <p>(c) Illuminated signage is prohibited within residential zones other than an illuminated cube light to identify health consulting rooms.</p> <p>(d) Illuminated business and building identification signs are not to be used on the land upon which a heritage item is located.</p>	<p>Illumination will not adverse the amenity of the area or neighbouring properties. This can be dealt with by conditions of consent.</p> <p>This can be dealt with by conditions of consent.</p> <p>The site is not within a residential zone.</p> <p>Illuminated signage is proposed on the site, which contains a heritage item. However, the signage will not be close proximity to the item and the illumination will not prejudice the heritage significance of the item.</p>	<p>Yes</p> <p>Yes</p> <p>N/A</p> <p>On Merit</p>

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2.13 Signage Requirements for Heritage Items	(a) The location of signs shall not detract from the significance of the heritage item.	The proposed signage is not in close proximity to the heritage item and will therefore not detract from its significance.	Yes
	(b) No sign or advertising material is to be attached to the heritage item.	Not proposed.	Yes
Part C Section 3 - Landscaping			
3.10 Business and Industrial Development	(a) The scale and the appearance of any landscape planting, furniture, signage and lighting must be in scale with the mass of the building.	The landscaping is consistent with the scale of the development – refer to the accompanying Landscape Plans.	Yes
	(b) Use plantings to break down the visual impact of large structures and to frame and present front facades, offices and display areas.	Planting is proposed to all street frontages and within the car park and pedestrian circulation areas, to soften the appearance of the development.	Yes
	(c) Locate parking and storage areas to reduce visual impact and use plantings and mounding to screen these areas wherever possible. Refer to Figure 6 – Landscaping and screening for car parking for more detail.	Car parking is already located at-grade on site. New trees are proposed to be planted within the car parking area to provide shading and soften the overall appearance of the area.	Yes
	(d) Use paving materials and plantings to provide visual cues to desired pedestrian flows and to the entry of the buildings.	Refer to the accompanying Landscape Plans	Yes
	(e) Ensure that plantings do not interfere with pedestrian and vehicular sight lines.	No planting will interfere with pedestrian and vehicular sight lines.	Yes
	(f) Provide safe and pleasant public and staff areas.	Safe and pleasant communal facilities are provided.	Yes
Part C Section 4 - Heritage			
3.11 Protection of Heritage Items During Construction	(a) Heritage buildings or archaeological sites which are to be vacant during construction work are to be protected via the following measures:- → Built Structures – By fencing comprising a minimum 1.8 metre high chain wire mesh fence with barbed wire capping and for all windows and	This can be dealt with by conditions of consent.	Yes

The Hills DCP 2012 Compliance Table

	<p>other accessible entry's to be secured and/or boarded using heavy duty waterproof plywood or similar.</p> <p>→ Archaeological Sites – By fencing comprising a minimum 1.8 metre high chain wire mesh fence with barbed wire capping. Any unstable sites should be stabilised, and any wells, pits or similar should be covered to prevent entry.</p>		
3.13 Development of Archaeological Sites	<p>(a) Any application which proposes the disturbance or development of a heritage item listed in Part 3 of Schedule 5 of The Hills Local Environmental Plan 2012 as an 'archaeological site' is to undertake an Archaeological Assessment (refer to Part A - Introduction) and to submit the assessment as part of the Heritage Impact Statement or Conservation Management Plan.</p>	Refer to the accompanying Heritage Impact Statement and Aboriginal Heritage Due Diligence Assessment.	Yes
Part C Section 6 – Flood Controlled Land			
2.2 General Development Controls	<p>(a) The flood impact of the development to be considered to ensure that the development will not increase flood effects elsewhere, having regard to:</p> <p>→ loss of flood storage;</p> <p>→ changes in flood levels and velocities caused by alterations to the flood conveyance, including the effects of fencing styles; and</p> <p>→ the cumulative impact of multiple potential developments in the floodplain. An engineer's report may be required.</p>	Refer to Section 4.5.3.1 of this SEE and accompanying Flood Risk Assessment.	Yes