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STATEMENT OF ENVIRONMENTAL EFFECTS

*SITE CONSOLIDATION, DEMOLITION OF EXISTING
BUILDINGS AND THE CONSTRUCTION OF A VEHICLE
SALES PREMISES AND VEHICLE SERVICE CENTRE*

1 FERRIS STREET - LOT 1 IN DP 800654

5 FERRIS STREET – LOT 181 IN DP 997700

7 FERRIS STREET – LOT 1 IN DP 128020

6 BARNEY STREET – LOT 1 IN 981422

8-10 BARNEY STREET – LOT 1 IN 1 DP 128037 AND LOT F IN DP 363707

12 BARNEY STREET – LOT B IN DP 330106

574-580 CHURCH STREET – LOT 100 IN DP 1008491

584 CHURCH STREET – LOT 11 IN DP 583409

FOR

WEST END MAZDA

January 2021

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1.0 INTRODUCTION

This Statement of Environmental Effects has been prepared to support a development application for site consolidation, the demolition of existing buildings and the construction of a new motor vehicle showroom and service centre for West End Mazda. The application is accompanied by architectural plans prepared by Gray Puksand Architects dated 6 November 2020 and supporting documentation.

This Statement reviews the proposed development by assessing the relevant matters for consideration under Section 4.15 of the Environmental Planning and Assessment Act 1979, (as amended) including: -

- *State Environmental Planning Policy (Infrastructure) 2007*
- *Parramatta Local Environmental Plan 2011*
- *Parramatta Development Control Plan 2011*

As a result of the assessment it is concluded that the application addresses the controls satisfactorily and that the granting of consent to the application is justified. The following table provides a list of consultants and supporting documentation that accompanies this application.

Discipline	Consultant	Accompanying Documentation
Access Consultant	Luke Sheehy – Design Confidence	Access Design Assessment Report, Reference No. P220_040-2, dated 09/11/20
Acoustic Engineer	Sean Matthews – JHA Consulting	Acoustic Report, dated 16/10/20
Arborist	Adrian Swain – Arboreport	Arboricultural Impact Assessment, dated 08/10/20
Architects	Stewart Murray & Scott Moylan - Gray Puksand Architects	Architectural Plans, Rev A, Project No. 218024 dated 06/11/20
Building Code of Australia Consultant	Luke Sheehy – Design Confidence	BCA Capability Statement, Ref No. P220_040, dated 21/10/20
Civil Engineer	James Gilligan - Northrop	Civil Engineering Package, Job No. 190111, Rev 1, dated 02/10/20
Contamination	JK Environments	Report, Ref: E33532PARpt, dated 22/10/20
Environmentally Sustainable Design / Greenstar Consultant	Stefan Takac – JHA Consulting Engineers	J1 Statement of Compliance, Job No. 200337, dated 21/10/20
Geotechnical Engineer	Thomas Client – JK Geotechnics	Geotechnical Investigation, Ref No. 33532SCrpt, dated 20/10/20
Landscape Architect	Gavin Carl – Eco Design	Landscape Plan, dated 26/10/20
Land Surveyor	Usher & Company	Site Survey, dated 27/11/18
Quantity Surveyor	Bob Brookman	Report dated 09/11/20
Town Planner	Eugene Sarich – Urbanesque Planning	Statement of Environmental Effects dated November 2020
Traffic consultant	Morgan Stanbury – Stanbury Traffic Planning	Parking and Traffic Impact Assessment, dated November 2020
Waste consultant	L-hui Wang – WPS Advisory	Waste Management Plan, dated 30/09/20

2.0 PROPERTY DESCRIPTION

The subject allotment (the subject site) is known as:

- No. 1 Ferris Street – Lot No. 1 DP 800654
- No. 5 Ferris Street – Lot No. 181 DP 997700
- No. 7 Ferris Street – Lot No. 1 DP 128020
- No. 6 Barney Street – Lot No. 1 DP 981422
- No. 8-10 Barney Street – Lot No. 1 DP 128037 AND Lot No. F DP 363707
- No. 12 Barney Street – Lot No. B DP 330106
- No. 574-580 Church Street – Lot No. 100 DP 1008491
- No. 584 Church Street – Lot No. 11 DP 583409

Located within the City of Parramatta Local Government Area, the site is zoned B6 – Enterprise Corridor with minor encroachment within the SP2 – Infrastructure zone under the Parramatta Local Environmental Plan 2011. Notably, works are not proposed within the SP2 zone.

The subject site is not located inside a heritage conservation area and does not form part of a heritage item. The site is not affected by bushfire, riparian zones and does not contain any areas of biodiversity significance according to Council's LEP 2011 maps. The site is identified as containing Class 5 Acid Sulfate Soils which is inconsequential to the development proposal. The subject site is affected by flooding to the north-west of the site, towards Ferris Street. This site constraint has been addressed in the application.



Figure 1: Extract from PLEP 2011 noting the site is zoned B6 and partly SP2. Subject site outlined in red.

3.0 SITE DESCRIPTION

The subject site maintains three street frontages to Church Street, Barney Street and Ferris Street. Comprised of 9 allotments, the site is of an irregular shape and comprises a total site area of 6387m², or 6088m² with the SP2 zone subtracted. The site has a frontage width of 63.67m to Church Street, including the arc. The site has a 79.62m frontage to Barney Street and an 83.58m frontage to Ferris Street.

The site experiences a slope of approximately 6.46m or 5.8% from the eastern corner of the lot to the western corner.

The site is currently developed with a vehicle service centre and associated facilities such as a parts shop and new car delivery spread over several lots. The majority of the frontage to Church Street is occupied by a separate commercial premise, that being Bridgestone Select Tyre and Auto. Refer to Figure 2. The intent of the application is to consolidate the land and to unify the operation of the business on the new consolidated site.

The physical features of the site and the location of the adjoining properties are shown on the detailed site survey by Usher & Company dated 27 November 2018.



Figure 2: Existing premises at No. 574-580 Church Street, when viewed from Church Street, facing north-east.



Figure 3: Existing premises at No. 584 Church Street, when viewed from Church Street, facing east.



Figure 4: Existing premises on No. 6 & No. 8-10 Barney Street when viewed from Barney Street, facing north.



Figure 5: Existing premises at No. 1 & No. 3 Ferris Street site when viewed from Ferris Street, facing south.



Figure 6: Alternate view of existing premises at No. 5, No. 3 & No. 1 Ferris Street when viewed from Ferris Street, facing south-west.

4.0 SURROUNDING ENVIRONMENT

The site is situated within the well-established suburb of North Parramatta in the local government area of the City of Parramatta, which is located in Western Sydney. North Parramatta is approximately 24km north-west of the Sydney central business district.

North Parramatta has an area of just over 5 square kilometres and contains a mix of residential housing and commercial premises. Church Street to the south-west of the subject site is a classified road. A variety of commercial premises are located along Church Street including the existing West End Mazda, Ausco Motoring and Service, Carpet Court and a number of other commercial premises.

The subject site is surrounded by commercial uses on land zoned B6. There is land zoned R2 Low Density Residential to the east. The site is separated from this zone by commercial premises and community facilities, including Parramatta Christian Church and Parramatta Community Foodcare.



Figure 7: Aerial view of surrounding area showing the existing pattern of development – subject site outlined in red.



Figure 8: Subject site from Church Street (wide view).



Figure 9: Intersection of Church Street and Barney Street. Looking south-east of subject site, from No. 574-580 Church Street.



Figure 10: Intersection of Church Street and Ferris Street to the north-west of the subject site. Looking east from No. 597 Church Street.



Figure 11: Streetscape of Church Street, looking south-east from the subject site, from No. 574-580 Church Street (opposite).



Figure 12: Streetscape of Church Street, opposite the subject site looking north-west.



Figure 13: Streetscape of Church Street, looking south, towards the subject site from the northern corner of the intersection of Ferris Street and Church Street.



Figure 14: Streetscape of Barney Street, looking south from the subject site (opposite No. 6 Barney Street).



Figure 15: Streetscape of Ferris Street, looking north from the subject site (from No. 7 Ferris Street).



Figure 16: West End Mazda premises to the north of the subject site. Directly opposite No. 584 Church Street, taken from Ferris Street.



Figure 17: Adjoining buildings at No. 14 & No. 16 Barney Street when viewed from Barney Street, facing north-east.



Figure 18: Adjoining building to the north-east of the subject site. No. 9 Ferris Street, taken from Ferris Street facing south-east.

5.0 PROPOSED DEVELOPMENT

This development application seeks consent for consolidation of the affected lots; the demolition of existing buildings and the construction of a new motor vehicle showroom and service centre for West End Mazda. In detail, the development can be broken down as follows:-

Land Consolidation

Consolidate the following lots which will form the development site.

- 1 Ferris Street - Lot 1 In DP 800654
- 5 Ferris Street – Lot 181 In DP 997700
- 7 Ferris Street – Lot 1 In DP 128020
- 6 Barney Street – Lot 1 In 981422
- 8-10 Barney Street – Lot In 1 DP 128037 AND Lot F in DP 363707
- 12 Barney Street – Lot B In DP 330106
- 574-580 Church Street – Lot 100 In DP 1008491
- 584 Church Street – Lot 11 In DP 583409

Demolition

- The demolition of existing buildings and structures as indicated on the accompanying demolition plan within the architectural plan set.

Lower Ground floor

- Construct a lower ground floor level to include a new service department with a business lounge, administration room, office space, breakout room and waiting room.
- Various store rooms are proposed, including bin store, oil store, warranty store and spare parts storage space.

- Two new male and female water closets and an accessible water closet.
- Three new stairwells and a lift to service all of the levels of the proposed development.
- 15 service bays, a wheel alignment station, 3 wash bays and 17 internal parking spaces.
- 21 external customer parking spaces, two of which are accessible.
- Vehicular access ramp from Ferris Street.

Ground floor

- Construct a ground-floor level to include a new showroom, a vehicle delivery area, a café, 4 offices, a store room, male and female water closets and an accessible water closet.
- New service lift and substation.
- An external vehicle display area.
- 64 internal parking spaces.
- 36 external parking spaces, two of which are accessible.
- New ramp for vehicle access and egress to Barney Street, ramp for vehicle access from Ferris Street and a ramp for vehicle egress to Barney Street.

First floor

- First floor level comprising of 6 new office spaces, a breakout room, a board room and a male and female water closet.

External

- New solar panels are proposed.
- Tree removal and replacement and new landscape planting as indicated on the accompanying landscape plan.
- New 2m high palisade security fencing around the perimeter of the site as indicated on the accompanying architectural plans. The fencing will be powdercoated in black so as to be unobtrusive in the environment.
- External signage as detailed under Part 7.1 of this report.

It is intended to implement corporate external colours and finishes but nonetheless these will be compatible with the commercial character of the zone and locality. A schedule of external finishes and materials accompanies the application.

The architectural model is typical for land uses of the type proposed. The showroom has exposure to Church Street and the office and service areas are subservient and not accentuated by the design. The proposal is a significant improvement upon the presentation of this prominent location in Church Street.



Figure 19: Visualisation of proposed development.



Figure 20: Visualisation of proposed development.



Figure 21: Visualisation of proposed development.

6.0 RELEVANT STATUTORY CONTROLS

The proposed development is identified as development requiring consent under the provisions of the Environmental Planning and Assessment Act 1979. The following is an assessment of the proposal against the relevant provisions of the Act and the relevant planning instruments and policies of the City of Parramatta Council.

6.1 Parramatta Local Environmental Plan 2011

Clause 2.1 – Land Use Zone

The subject property is included within the B6 Enterprise Corridor zone under the provisions of the Parramatta Local Environmental Plan 2011 (PLEP 2011), within which the proposed development is permissible with Council's consent. The proposed development is consistent with the zone objectives, as it is compatible with the existing environmental and built character of Parramatta.

The subject site is partially affected by the SP2 zone along Church Street to the south-west of the site. As illustrated within the accompanying architectural plan set there are no works proposed within the SP2 zone.

The below table provides an assessment under the relevant development standards and provisions contained within the PLEP 2011.

PARRAMATTA LOCAL ENVIRONMENTAL PLAN 2011		
CONTROL	PROPOSED	COMPLIANCE
2.1 Land Uses Permissible uses in the B6 zone include vehicle sales or hire premises and vehicle repair station.	The subject site is within the B6 zone and is partly affected by the SP2 zone along Church Street to the south west of the site.	Complies

PARRAMATTA LOCAL ENVIRONMENTAL PLAN 2011		
CONTROL	PROPOSED	COMPLIANCE
	<p>As illustrated in the architectural plans, building works are not proposed within the SP2 zone.</p> <p>The proposal is for a new integrated car sales showroom and dedicated service centre.</p> <p>Under the Parramatta LEP, the uses are classified as a <i>vehicle sales or hire premises</i> and a <i>vehicle repair station</i>.</p> <p>Vehicle sales or hire premises means a building or place used for the display, sale or hire of motor vehicles, caravans, boats, trailers, agricultural machinery and the like, whether or not accessories are sold or displayed there.</p> <p>Vehicle repair station means a building or place used for the purpose of carrying out repairs to, or the selling and fitting of accessories to, vehicles or agricultural machinery, but does not include a vehicle body repair workshop or vehicle sales or hire premises."</p>	<p>Complies</p> <p>Proposed development is permitted with consent.</p>
<p>4.3 Height of Building</p> <p>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, being 12m.</p>	<p>The building height falls below the prescribed at 10.5m. However, the blade wall extends beyond this with a height of 13.5m.</p>	<p>Does not comply but supportable as an architectural feature in a commercial zone.</p> <p>Clause 4.6 variation request is provided.</p>
<p>4.4 Floor Space Ratio</p> <p>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, being 1.5:1.</p>	<p>The total proposed overall FSR is 1:0.78. Refer to architectural plans for detail. We note that Council may seek clarification on the method of calculation however even if all floor areas were counted, the FSR would still be below 1.5:1.</p> <p>Notably, the SP2 zone is subtracted from this calculation.</p>	<p>Complies</p>
<p>6.1 Acid Sulfate Soils</p> <p>Development consent is required for the carrying out of works within 500 metres of adjacent Class 1, 2, 3 or 4 land that is below 5 metres Australian Height Datum.</p>	<p>Class 5 soils affect the site and locality. No impact to the water table is seen to arise from the proposed development.</p>	<p>Complies</p>

6.2 Parramatta Development Control Plan 2011

DCP Part 2 and 3 provide the relevant design guidelines for development within Parramatta. The following provisions of the document are considered to be relevant to the proposal:-

PARRAMATTA DEVELOPMENT CONTROL PLAN 2011		
CONTROL	PROPOSED	COMPLIANCE
2.4 SITE CONSIDERATIONS		
2.4.1 Views and Vistas Development is to preserve views of significant topographical features such as ridges and natural corridors, the urban skyline, landmark buildings and sites of historical significance.	There are no views available to or over the site.	N/A
2.4.2 Flooding Flooding is a significant issue that affects existing and future development in the Parramatta Local Government Area.	<p>The subject is marginally affected by flooding to the north-west of the site, towards Ferris Street. This encroachment is mapped as of low risk in the City of Paramatta Know Your Flood Risk Map. To be discussed at prelodgement.</p> <p>The proposed development falls under the commercial or industrial land use category in accordance with table 2.4.2.1.1 of the DCP. As such it falls within the low flood risk category. The proposed development has been designed with consideration to the relevant provisions. Refer to the accompanying design details prepared by Northrop Engineers for further detail.</p>	Complies
2.4.3 Soil Management Soil loss from development is to be minimised through effective site management practices that reduce the impact of sedimentation on downstream waterways and drainage systems and that minimise soil loss.	Sedimentation management devices are indicated within the accompanying civil plans, prepared by Northrop Engineers.	Complies
Development is to ensure that sites with potential to contain acid sulfate soils are managed in a manner consistent with the provisions contained in the Parramatta LEP 2011.	Class 5 Acid Sulfate Soils affect the site and locality. No impact to the water table is seen to arise from the proposed development.	Noted
Construction techniques are to be employed that prevent structural damage to the development as a result of salinity.	The subject site is indicated to be within the very low salinity potential area in accordance with the Salinity Potential in Western Sydney 2002 map.	Noted

PARRAMATTA DEVELOPMENT CONTROL PLAN 2011		
CONTROL	PROPOSED	COMPLIANCE
2.4.4 Land Contamination Prior to the submission of a development application an assessment is to be made by the applicant under Clause 7 of SEPP No. 55 as to whether the subject land is contaminated.	This application is accompanied by a contamination investigation prepared by Anthony Barkway of JK Environments dated October 2020. The investigation has not identified any soil or groundwater contamination or any triggers for remediation. The investigation concluded that on the condition the specified measures are implemented, the site can be made suitable for the proposed development.	Complies
2.4.5 Air Quality Effective site controls during and after demolition and construction are to ensure that development does not contribute to increased air pollution.	Suitable precautions are to be made during the demolition and construction phase of the proposed development. Conditions of consent to be applied by Council.	Complies
2.4.6 Development on Sloping Land To protect and minimise disturbance to natural landforms. To encourage buildings that are designed to respond sensitively to natural topography.	The site experiences a low to moderate fall towards church street of approximately 6.44m, which is a 5.8% fall over the length of the site. Siting and design respond to this slope.	Complies
2.4.7 Biodiversity Minimise the removal of indigenous vegetation and naturally occurring soils and conserve existing significant indigenous and native trees. Encourage planting of indigenous and native plants and trees on private property. Retention and protection of areas of existing biodiversity value, particularly key vegetation links and fauna corridors.	The development requires the removal of Tree No. 1, 2, 3, 4, 5, 6 and 11. Refer to accompanying arborist report for further detail. The proposed building footprint encroaches the TPZ zones of trees No. 2, 5, 6 and 11, and as such they are not suitable for retention. Trees No. 1, 3 and 4 are proposed for removal as part of a removal and replacement strategy. Native vegetation will be planted as part of soft landscaping. In this regard, the landscape plan prepared by Eco Design includes a number of native species including sublime lillypilly, dwarf bottlebrush and gymea lily. The subject site does not contain any area of terrestrial biodiversity as indicated on PLEP 2011 map.	Complies Complies Complies
3.0 DEVELOPMENT PRINCIPLES		
3.1.2 Height Transition Where there is a common boundary between areas where a	Not applicable. Same height limit on adjoining land.	N/A

PARRAMATTA DEVELOPMENT CONTROL PLAN 2011		
CONTROL	PROPOSED	COMPLIANCE
different height limit is specified, the top storey on the land with the higher height limit is to be stepped back to fit within a plan projected at a 45 degree angle from the floor below the topmost floor.		
3.1.3 Preliminary Building Envelope Tables <u>Height:</u> Refer to the Parramatta LEPP 2011 Height of Buildings Map and transition requirements at 3.1.2. <u>FSR:</u> Refer to Parramatta LEP 2011 Floor Space Ratio Map. 1.5:1 <u>Site Frontage:</u> Minimum of 18m where more than 10m in height. <u>Front Setback:</u> Nil. A greater setback may be required to align with the predominant street setback. <u>Side Setbacks:</u> Dependent upon amenity impact/s on adjoining development. <u>Rear Setback:</u> 15% of site length, where boundary adjoining a residential development or a residential zone; and otherwise on merit. <u>Deep Soil Zone & Landscaped area:</u> Rear setback area is to be a deep soil landscaped area for the following: <ul style="list-style-type: none"> In the B4 Zone if residential development is proposed at ground level. For all business zones, if site adjoins residential development or a residential zone, or otherwise on merit. 	<u>Height:</u> Fully compliant other than the blade wall facing Church Street which extends to 13.5m. A Clause 4.6 variation accompanies this application. <u>FSR:</u> The FSR is well below the required at 1:0.75 <u>Site Frontage:</u> Exceeds 10m. <u>Front Setback:</u> LGF: 7.77m to 7.94m GF: 7.60m to 7.92m FF: 18.5m <u>Side setbacks:</u> Variable setbacks proposed. <u>Rear Setback:</u> N/A. No zone boundary with residential. The proposed development is within the B6 zone and does not adjoin residential development or a residential zone. As such, this provision is not relevant.	No but supportable as an architectural feature. Clause 4.6 variation is provided Complies The proposed front and side setbacks are considered appropriate for the development and not inconsistent with the local character. N/A N/A

PARRAMATTA DEVELOPMENT CONTROL PLAN 2011

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PARRAMATTA DEVELOPMENT CONTROL PLAN 2011		
CONTROL	PROPOSED	COMPLIANCE
the Australian Building Greenhouse Rating Scheme or equivalent must be provided for all commercial and industrial development with a construction cost of over \$5 million.		
3.2.5 Streetscape Development is to respond and sensitively relate to the broader urban context including topography, block patterns and subdivision, street alignments, landscape, views and vistas and the patterns of development within the area.	The proposed development relates well to the wider urban context and the patterns of development within the locality. There is a distinct pattern of commercial development along Church Street, with adjoining properties maintaining similar setbacks and building forms.	Complies
Building design and landscaping are to be in harmony with the form, mass and proportions of the streetscape.	The design and landscaping compliments the streetscape. The proposed development offers a considerable visual improvement to that of the existing.	Complies
Building setbacks from the street boundary are to be consistent with prevailing setbacks of adjoining and nearby buildings.	The proposed setbacks are considered appropriate for the development and not inconsistent with the local commercial character.	Complies
Development adjoining land use zone boundaries should provide a transition in form, considering elements such as height, scale, appearance, materials and setbacks.	The development site does not adjoin zone boundaries other than the SP2 zone on the Church Street frontage. As such, no transition is necessary.	Complies
Buildings on corner sites are to be articulated to address each street frontage and are to define prominent corners.	The building design addresses each frontage in an architecturally appropriate manner.	Complies
Buildings are to be constructed of suitable robust and durable materials which contribute to the overall quality of the streetscape.	External colours and finishes will be compatible with the local environment in accordance with the submitted schedule of external materials on Drawing DA200 of the architectural plan set.	Complies
Vehicular access points are to be minimised and should not break the continuity of the streetscape.	Vehicular access points adjoin Ferris Street and Barney Street. There will be no access/egress to or from Church Street. Three crossovers will be removed from Barney Street, reducing the multiple access points presently in Barney Streets to one.	Complies
Landscaping should be used to minimise the visual intrusion of vehicular access points.	Frontages to Church Street, Barney Street and Ferris Street will maintain soft landscaping. Comprised of small evergreen trees and native grasses and low shrubs, the landscaping will	Complies

PARRAMATTA DEVELOPMENT CONTROL PLAN 2011		
CONTROL	PROPOSED	COMPLIANCE
Garages and parking structures are not to dominate the building façade and front setback.	<p>soften the visual appearance of the development, particularly the vehicular access points. Refer to accompanying landscape plan by EcoDesign Rev B, dated 26.10.20 for detail.</p> <p>No garaging or parking will be provided along Church Street. Parking is provided in the basement and at grade facing Barney Street and Ferris Street. Naturally, cars will be displayed on Church Street given the nature of the business.</p>	Complies
3.3 ENVIRONMENTAL AMENITY		
3.3.1 Landscaping A landscape plan, prepared by a suitably qualified person, is to be submitted for development that, in Council's opinion, will significantly alter the landscape character.	A landscape plan prepared by EcoDesign, Rev B, dated 26.10.20 accompanies this application.	Complies
3.3.4 Acoustic Amenity Non-residential development is not to adversely affect the amenity of adjacent residential development as a result of noise, odour, hours of operation and/or service deliveries.	<p>No residential properties directly adjoin the proposed development. There are however residential properties to the east, approximately 50m from the proposed development.</p> <p>An acoustic report prepared by JHA Services , Rev B, dated 16/10/20 accompanies this application. In summary, the report provides detailed recommendations for acoustic mitigation measures necessary to achieving compliance. On the condition that these measures are implemented, approval of the application is recommended. Please refer to the accompanying report for detail.</p> <p>These are matters to be addressed at the construction certificate phase.</p>	Complies
3.3.6 Water Sensitive Urban Design All developments will be required to implement the principles of Water Sensitive Urban Design (WSUD) that aims to minimise the impacts of development upon the water cycle and achieve more sustainable forms of urban development.	A Site Stormwater Management Plan incorporating WSUD principles and Parramatta Council's DCP requirements prepared by Northrop Engineers, Rev 1, dated 02/10/20, accompanies this application. The plans include tree protection and sediment control measures as required by Council.	Complies
3.3.7 Waste Management Development applications which involve demolition and/or the	A Waste Management Plan prepared by WPS Advisory dated 30 September 2020 accompanies this application. The report	Complies

PARRAMATTA DEVELOPMENT CONTROL PLAN 2011

CONTROL	PROPOSED	COMPLIANCE
construction of new buildings must include a Waste Management Plan.	provides a management plan that incorporates Council's requirements.	
3.4 SOCIAL AMENITY		
3.4.2 Access for People with Disabilities The siting, design and construction of premises available to the public are to ensure an appropriate level of accessibility, so that all people can enter and use these premises. Access is to meet the requirements of the Disability Discrimination Act, 1992, the relevant Australian Standards and the Building Code of Australia (BCA).	The proposed development has been designed in consideration of accessibility in accordance with the Disability Discrimination Act 1992, the relevant Australian Standards and the BCA. An access, design assessment report has been prepared by Design Confidence and accompanies this application. In summary, the report concludes that the proposed development is capable of achieving compliance with the accessibility provisions of the BCA, either by complying with the prescriptive requirements or via a performance-based approach.	Complies
3.4.3 Amenities in Buildings Available to the Public The number of women facilities and amenities for parents in women's and men's toilets are encouraged to be of a higher rate and standard than that prescribed in the Building Code of Australia.	The development is not publicly available to the public therefore this section of the DCP is not applicable. For completeness, in total there are three female water closets, two male water closets and two accessible water closets at the lower ground and ground floor levels. Refer to the accompanying architectural plans for detail. The amenities are compliant with the BCA. Refer to the BCA report prepared by Design Confidence, dated 21.10.20 for further detail.	Not applicable to this development type.
3.4.4 Safety and Security The site and building layout should ensure that entrances and activities are easily identifiable by prospective users. Buildings and spaces should be designed to clearly delineate between public and private space to provide a clear sense of ownership and discourage illegitimate use. Where developments have a car park or laneway for access to a car park, building layouts should provide some windows, lighting or secondary access doors that address the car park.	Entrances and activities are easily identifiable in design. Wayfinding signage will be provided. Condition. The design clearly delineates between public and private spaces. Windows, lighting, or access doors address carparks on site.	Complies Complies Complies

PARRAMATTA DEVELOPMENT CONTROL PLAN 2011

CONTROL	PROPOSED	COMPLIANCE
Public facilities such as toilets and parents' rooms should be designed and placed to maximise opportunities for casual surveillance.	This provision is not relevant to the type of development proposed. West End Mazda is a private commercial premise and as such will not maintain public facilities.	N/A
The use of security devices, such as roller shutters or grilles on shopfronts, should not compromise natural surveillance of streets and public places. Solid roller shutters will not be permitted as security devices on shop fronts (windows and doors).	The development does not include shopfronts. Security measures suitable for the business will be provided. Natural surveillance to the streets is facilitated by the design of the showroom which has a high level of internal and external visibility for casual surveillance.	Complies
For large scale retail and commercial development with a GFA of over 5,000m ² , provide a 'safety by design' assessment in accordance with the CPTED principles from a qualified consultant.	N/A. The development has a GFA of less than 5,000m ² .	N/A

3.6 MOVEMENT AND CIRCULATION

3.6.2 Parking and Vehicular Access		
<u>Each on site car parking space must have the following dimensions:</u> Enclosed garage: 3.0m width x 5.4m length.	No individual enclosed garages are proposed. Car parking space dimensions are as indicated on the architectural plans.	N/A
Disabled parking space must be in accordance with AS 2890.6-2009 Parking Facilities Off Street Parking for People with Disabilities.	Accessible parking spaces are in accordance with AS2890-.6-2009. Refer also to the Traffic and Parking Assessment prepared by Stanbury Traffic Planning.	Complies
Clearance above the general parking surface must be in accordance with AS 2890.	Clearance is in accordance with AS 2890.	Complies
Unenclosed parking spaces must be in accordance with AS 2890.	Unenclosed spaces are in accordance with AS 2890.	Complies
<u>Car Parking for People with a Disability:</u> The number of accessible carparking spaces to be provided as prescribed in Table D3.5 of the Building Code of Australia.	Four accessible parking spaces are provided in accordance with AS 2890.6-2009.	Complies

PARRAMATTA DEVELOPMENT CONTROL PLAN 2011		
CONTROL	PROPOSED	COMPLIANCE
<p><u>Car Parking Rates:</u> If a particular land use is not addressed in Table 3.6.2.1, where appropriate one of the following shall be conducted:</p> <ul style="list-style-type: none"> Car parking rates calculated based on the Roads and Maritime Services for Traffic Generating Development, or A traffic and parking survey considering a similar land use in Table 3.6.2.1 apply. 	<p>At a rate of 0.75 spaces per 100m², plus work bay requirements, the development will require 135 spaces. The design provides for 138 spaces.</p> <p>A parking and traffic impact assessment prepared by Stanbury Traffic Planning accompanies this application. Refer to the report referenced 20-021, dated October 2020 for further detail. The report concludes at Page 28 that having regard to the reasons given, the proposed development is worthy of the support of Council in relation to traffic and parking issues.</p>	Complies

6.3 Parramatta Development Control Plan 2011 – Part 5

The Parramatta Development Control Plan 2011 provides the relevant design guidelines for development within the City of Parramatta local government area. The DCP 2011 does not provide specific development controls relating to vehicle sales premises or vehicle service centres, rather the development controls of relevance to this application prescribe general requirements and requirements to development within business zones.

7.0 SECTION 4.15(1) OF THE ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979

7.1 The provisions of any environmental planning instrument - S4.15(1)(a)(i)

The proposed development of land is subject to the provisions of the Parramatta Local Environment Plan 2011, the State Environmental Planning Policy (Infrastructure) 2007 (the Infrastructure SEPP) and the State Environmental Planning Policy No. 64 Advertising and Signage (the Advertising and Signage SEPP). Below is an assessment of the proposed development against the relevant provisions of the Infrastructure SEPP and the Advertising and Signage SEPP.

State Environmental Planning Policy (Infrastructure) 2007

Clause 101 of the Infrastructure SEPP provides:

101 Development with frontage to classified road

- (1) The objectives of this clause are-
 - (a) to ensure that new development does not compromise the effective and ongoing operation and function of classified roads, and
 - (b) to prevent or reduce the potential impact of traffic noise and vehicle emission on development adjacent to classified roads.
- (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 maintains a frontage to Church Street, which is categorised as a classified road. In order to mitigate the impact of the proposed development on traffic flow, vehicle ingress and egress is to occur only from Ferris Street and Barney Street. This proposal does not involve any direct access way adjoining Church Street, and as such meets the provisions subclauses (2)(a), (2)(b)(i) and (2)(b)(iii). A detailed traffic report prepared by Stanbury Traffic Planning, Reference 20-021, dated October 2020 accompanies this application and provides further detail.

The primary use of the proposed development is as a vehicle sales premises and a vehicle repair station. These are not development types which are likely to emit excess smoke or dust. In terms of acoustic impact, as outlined within the accompanying acoustic report by JHA Services dated 16/10/2020, 'Acoustic amelioration measures have been provided for the façade glazing to sensitive spaces in order to achieve internal noise levels in accordance with AS/NZS 2107:2016'.

State Environmental Planning Policy No. 64 – Advertising and Signage

The following is an evaluation of the proposed signage as shown on the architectural plans. Ten (10) displays of corporate signage are proposed:-

- A pylon illuminated blade wall 9m in height.
- Two (2) suspended illuminated fascia signs.
- A performance wall displaying the corporate script.
- Two (2) entry portals with the Mazda corporate script.
- An external flat panel sign, the location of which is to be determined.
- An illuminated reception sign 2.1m in height.
- An illuminated fascia sign with horizontal 3D acrylic service letters.
- And a mini monolith directional sign, the location of which is to be determined.

The proposed signage is of a high aesthetic quality consistent with other Mazda premises within Parramatta. Signage is to be of a polished chrome plated finish and feature the classic silver corporate symbol and 'Mazda blue' corporate script. Please refer to the accompanying Signage Package prepared by Signcraft dated 09/12/2019 for further detail.

The proposed signage complies with the DCP provisions relating to under awning signs. The DCP states that they are to have maximum dimensions of 2,500mm in length and 50mm in height. Under awning signs are to be erected horizontal to the ground and at no point be less than 2,600mm from the ground and not project beyond the edge of the awning and include a separation distance of 3m from other under awning signs. The proposed signage preserves visual amenity while ensuring the proposed development is easily identifiable and in character with other Mazda premises.

The following is an evaluation of the proposed signage under State Environmental Planning Policy No 64—Advertising and Signage (SEPP 64).

SEPP 64 is a state policy that aims to ensure that signage is compatible with the desired amenity and visual character of an area, provides effective communication in suitable areas and is of high quality in design and finish.

The SEPP provides that a consent authority is not to grant development consent to an application for signs unless the signage is consistent with the objectives of the SEPP as set out above and that the signage satisfies the assessment criteria specified in Schedule 1.

Having regard to the assessment criteria under Schedule 1 of the SEPP, the following comments are made:-

1 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?

Comment: Yes, the building and signs are in a commercial zone and adjoin other commercial premises with signage in and around Church Street, Ferris Street and Barney Street. As signs are a feature of the B6 zone the proposal is considered compatible with the existing character. The future character will remain commercial.

- Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?

Comment: There is no particular theme for outdoor advertising in the area. It is diverse.

2 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?

Comment: No – the signs are not adjacent to an environmentally sensitive area as described and are not visible from residential areas.

3 Views and vistas

- Does the proposal obscure or compromise important views?
- Does the proposal dominate the skyline and reduce the quality of vistas?
- Does the proposal respect the viewing rights of other advertisers?

Comment: The proposed signage does not obscure or compromise views or impact on the skyline or reduce the quality of the vista.

4 Streetscape, setting or landscape

- Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?

Comment: Yes – the signs are of proportions typically found in a commercial setting. Further, the signage is designed to conform to the architectural grid established in the front façade and the existing face of the awning facing Church Street.

- Does the proposal contribute to the visual interest of the streetscape, setting or landscape?

Comment: The signs will contribute to the visual interest of the subject building and its setting in Church Street.

- Does the proposal reduce clutter by rationalising and simplifying existing advertising?

Comment: The subject site is currently developed with a vehicle service centre and associated facilities, being Bridgestone Select Tyre and Auto. The redevelopment of the site will simplify the signage in that Mazda will be the singular corporate logo displayed as no associated premises is proposed.

- Does the proposal screen unsightliness?

Comment: No - not applicable.

- Does the proposal protrude above buildings, structures or tree canopies in the area or locality?

Comment: The blade wall is an architectural feature that displays corporate signage and adds visual interest. While this display of signage extends above the building, this is considered to be appropriate as it is in character with the proposed use and other vehicle sales premises within the locality. A Clause 4.6 request relating to the proposed height of the blade wall accompanies this application.

5 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?

Comment: Yes – the signs are typical in size and of suitable proportion to the building façade and similar in scale to nearby signage. The signage is designed to be complementary to the building facade.

- Does the proposal respect important features of the site or building, or both?

Comment: Yes, the signage does not obstruct views into the premises by covering windows or doors. The signage respects the architectural proportions and features of the building.

- Does the proposal show innovation and imagination in its relationship to the site or building, or both?

Comment: The relationship of the blade wall to the building is innovative in that it is an architectural feature. The blade wall breaks up the horizontal plane, adding visual interest whilst displaying the corporate logo. This display of signage has been integrated within the design to improve the presentation of the building to the streetscape, ensuring it does not present as a box-like structure, instead as an attractive contemporary vehicle showroom.

6 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?

Comment: No, not applicable to this type of signage.

7 Illumination

- Would illumination result in unacceptable glare?

- Would illumination affect safety for pedestrians, vehicles or aircraft?
- Would illumination detract from the amenity of any residence or other form of accommodation?
- Can the intensity of the illumination be adjusted, if necessary?
- Is the illumination subject to a curfew?

Comment: Five illuminated signs are proposed. The illuminated signs are characteristic of the nature of the development and will not result in unreasonable glare. The proposed illuminated signs are not located in proximity to any residential accommodation and as such will have no impact on the amenity of any residence. A curfew may be imposed on the signs at the condition stage should the Council see appropriate.

8 Safety

- Would the proposal reduce the safety for any public road?
- Would the proposal reduce the safety for pedestrians or bicyclists?
- Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?

Comment: The signage is near traffic lights however there is no impact on traffic or public safety. The colours, size and content of the signs will not conflict with the colours of the lights and are not flashing or moving. There are no safety issues raised by the signs.

In conclusion, the signage has been designed to respect the use of the premises and scale of the building in a commercial area. The proposed signs are not excessively large, are compatible with the architecture of the building and are visually compatible with the surrounding land uses and the local environment.

It is considered that the provisions of these Environmental Planning Instruments have been satisfactorily addressed within this report and that the proposal achieves compliance with the provisions.

7.2 Any draft environmental planning instrument - S4.15(1)(a)(ii)

There are no draft Environmental Planning Instruments in force at the present time.

7.3 Any development control plan - S4.15(1)(a)(iii)

The development has been designed to comply with the requirements of the following Development Control Plans:-

- Parramatta DCP Part 2 – Site Planning
- Parramatta DCP Part 3 – Development Principles

The proposed development seeks approval for site consolidation, the demolition of existing buildings and the construction of a new vehicle sales premises and a vehicle repair station. It is noted that the proposal is highly compliant with the relevant provisions of the DCP with few minor variances as explained and justified in this report.

It is noted that section 4.15(3A) of the Environmental Planning and Assessment Act 1979 *requires the consent authority to be 'flexible' and allow 'reasonable alternative solutions' in applying DCP provisions*

with which a development application does not comply. In particular, we request that Council applies considered flexibility where the application seeks variances to development controls as adequate justification has been provided within this statement.

We appreciate that the development may require refinements in certain respects after Council's initial assessment.

7.4 Any planning agreement entered into under Section 7.4 - S4.15(1)(a)(iia)

No matters of relevance are raised in regard to the proposed development.

7.5 Any matter prescribed by the regulations that apply to the land- S4.15(1)(a)(iv)

No matters of relevance are raised in regard to the proposed development.

7.6 The likely impacts of that development - Section 4.15(1)(b)

It is considered that this application, which comprises the consolidation of land, the demolition of existing buildings and the construction of a new vehicle sales premises and vehicle repair station is reasonable and achieves the objectives of the relevant planning controls. This is due to the fact that the resultant development is compatible with and will complement the established commercial character of the B6 Enterprise Corridor zone and the local area.

The proposal will have an acceptable impact on the environment and the amenity currently enjoyed by the neighbouring commercial and nearby residential properties. As demonstrated by this Statement, the proposal is appropriately designed having regard to the relevant provisions of the Parramatta Local Environmental 2011 and Council's Plans and Policies.

7.7 Suitability of the Site - Section 4.15(1)(c)

The subject site is considered to be suitable in size to accommodate the proposed redevelopment of the site and the development does not represent an overdevelopment in terms of intensity of use, site density or building height. The proposed works will not result in development of unreasonable bulk or scale and will be sympathetic to the local commercial character of the zone as demonstrated through the architectural design.

7.8 Submissions made in accordance with this Act or the regulations - Section 4.15(1)(d)

This is a matter for Council in the consideration of this proposal.

7.9 The Public Interest - Section 4.15(1)(e)

The proposal will not unreasonably impact the environment, the character of the locality or the amenity of adjoining properties and is therefore considered not to be contrary to the public interest.

8.0 CONCLUSION

This proposal, which seeks to consolidate land, demolish existing buildings and construct a new motor vehicle showroom and service centre at **574-584 Church Street North Parramatta**, has been assessed against the requirements of Section 4.15(1) of the Environmental Planning and Assessment Act, the Parramatta Local Environmental Plan 2011 and the relevant Council plans and policies.

As described in this Statement of Environmental Effects, compliance with Council's numerical controls or qualitative objectives has demonstrated that the proposal will not unreasonably impact upon the built environment or the amenity of surrounding commercial or nearby residential properties.

Accordingly, it is our opinion that the proposed development at **574-584 Church Street North Parramatta** as described in the application, is reasonable and supportable and is recommended for approval by Council under delegated authority if available or otherwise by the Parramatta Local Planning Panel.



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