BBF TOWN PLANNERS

STATEMENT OF ENVIRONMENTAL EFFECTS

Proposed Transport Depot

CDC Warriewood Bus Depot

Lot 202, DP 1019363, No. 15 Jubilee Avenue, Warriewood

Suite 1, 9 Narabang Way Belrose NSW 2085
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Statement of Environmental Effects

Proposed Transport Depot

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Lot 202, DP 1019363

No. 15 Jubilee Avenue

Warriewood

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1 INTRODUCTION

This statement has been prepared in support of a Development Application proposing the use of the site as a transport depot. The bus depot will accommodate the storage, cleaning and refuelling of 48 buses whilst also providing associated staff amenities and carparking. The application also proposes the implementation of an integrated site landscape regime.

In the preparation of this application consideration has been given to the minutes arising from formal Pre-DA discussions with Council and site-specific advice obtained in relation to traffic, acoustics, flooding and drainage. This application represents a highly considered response to the findings of this initial site analysis which is detailed in the following supporting documentation:

- Architectural plans prepared by Noxon Giffen Architects;
- Landscape plans prepared by Nicholas Bray Landscapes;
- Survey prepared by Land Surveys;
- Acoustic report prepared by Acoustic Dynamics;
- Traffic report prepared by SECA Solutions;
- Geotechnical report prepared by EI Australia;
- Air Quality Assessment prepared by Todoroski Air Sciences;
- Obtrusive and Spill Lighting report prepared by Romanos Consulting;
- Stormwater plans prepared by Lindsay Dynan;
- Water Management Report prepared by Lindsay Dynan;
- Flood Risk Management & Evacuation Strategy prepared by Lindsay Dynan; and
- Arborist Report prepared by McArdle Arboricultural Consultancy.

In preparation of this document, consideration has been given to the following:

- The Environmental Planning and Assessment Act, 1979;
- Pittwater Local Environmental Plan 2014; and
- Pittwater 21 Development Control Plan.

This statement will detail the developments performance when assessed against the applicable statutory planning considerations and demonstrate that the built form and land use outcomes are permissible on the land with potential operational impacts on surrounding development, including the residential property located immediately to the east of the subject property, appropriately managed through the design of the depot and the operational requirements identified in the various consultant reports.

Further, it has been determined that there is more than adequate car parking on site to accommodate the anticipated development specific bus and staff car parking demand.

The proposal succeeds when assessed against the Heads of Consideration pursuant to section 4.15 of the Environmental Planning and Assessment Act, 1979 (the Act). It is considered that the application, the subject of this document, is appropriate on merit and is worthy of the granting of development consent.

2 SITE ANALYSIS

2.1 Site Description and Location

The subject property is legally described as Lot 202 in Deposited Plan 1019363 and known as No. 15 Jubilee Avenue, Warriewood. The site is rectangular in shape have frontage and address to Jubilee Avenue of 100.61 metres, depth of approximately 45 metres and an area of 4554 square metres. The site is vacant with the exception of a shipping container used for the purpose of storage as approved by Northern Beaches Council (refer DA N0316/16).

The site adjoins industrial allotments to the east and west, with Business Park zoned land on the northern side of Jubilee Avenue, although adjoining land to the east is used for residential purposes. A chain wire fence with access gates delineates the front boundary of the property with the land sloping gradually across its surface in a westerly direction. The property contains 4 mature trees in the west and southwest corner of the site and small native shrubs along the northeast front boundary of the site. Vehicular and pedestrian access to the site is provided from Jubilee Avenue. An aerial location photograph is at Figure 1 below.



Figure 1 – Aerial location photograph

The property is burdened by a number of easements for drainage and sewerage purposes as detailed on the accompanying survey plan an extract of which is at Figure 2 below.

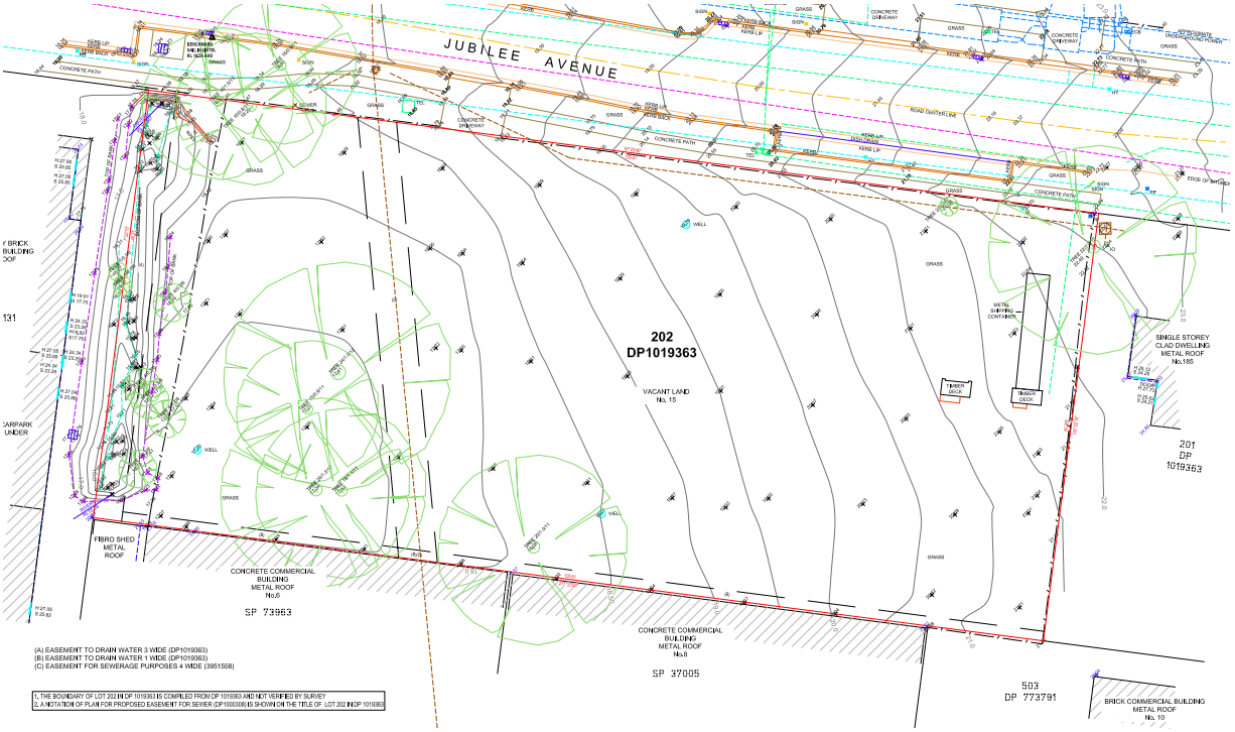


Figure 2 – Site survey extract



Figure 3 – Subject site as viewed from Jubilee Avenue

The site is located within the Warriewood Valley light industrial/ commercial Business Park precinct located on the southern side of Mona Vale Road and focussed around Ponderosa Parade and Jubilee Streets. The business park contains a mixture of light industrial, warehouse, commercial and fast food establishments ranging in height, form and massing with the precinct conveniently located to Mona Vale Town Centre and Mona Vale Road being an arterial road providing primary access to the Northern Beaches.

The property to the east, No. 185 Warriewood Road, is occupied by a dwelling house located adjacent to its Warriewood Road frontage and a separate building located adjacent to its western boundary, and immediately adjoining the subject site, which appears to currently being used and occupied as dwelling house as depicted in Figure 4 below. We have been unable to obtain any development consent for this use.



Figure 4 – Aerial Context/ Location photograph

The property to the west, No 5 Ponderosa Parade, is occupied by a 2 storey commercial development with vehicular access from Ponderosa Parade whilst the property located on the northern side of Jubilee Avenue, directly opposite the subject site, is occupied by the Blackmores Campus. These properties are depicted in Figures 5 and 6 over page.

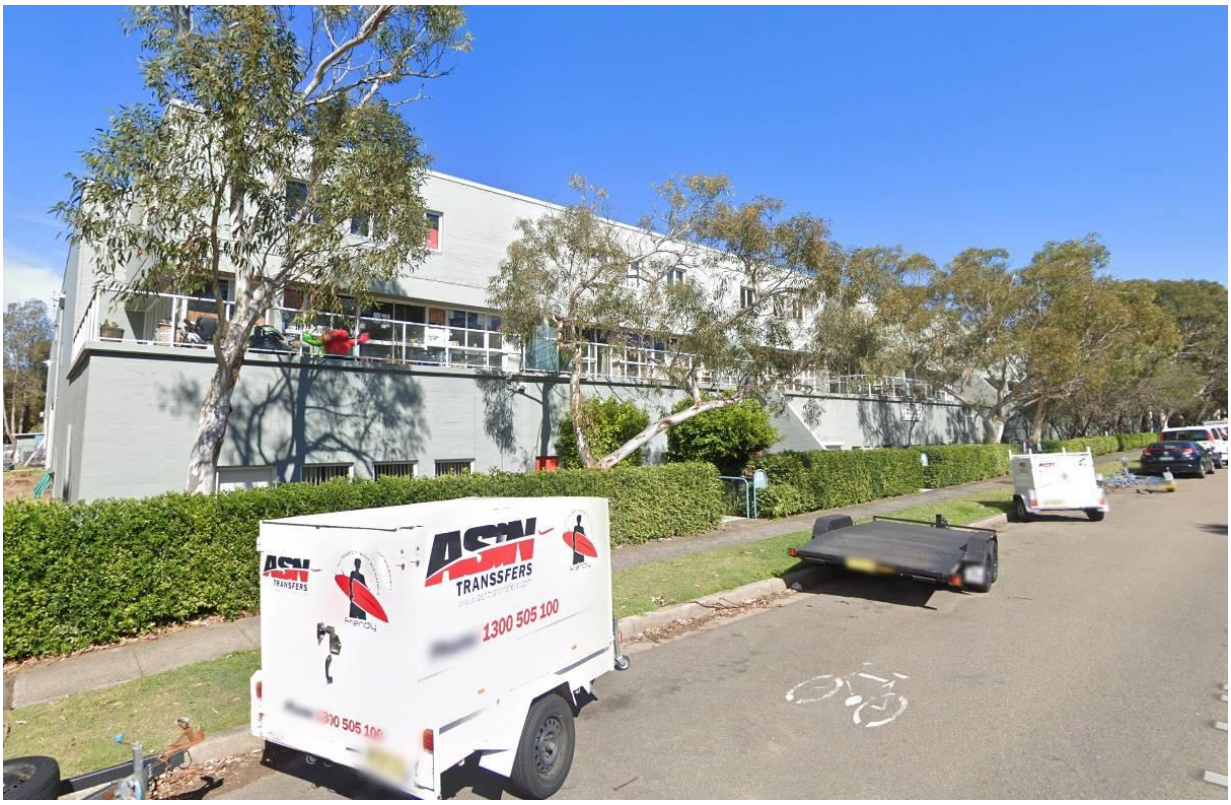


Figure 5 – View of the property to the west of the subject site No. 6 Ponderosa Parade



Figure 6 – View towards the Blackmores campus directly opposite the subject site

2.2 Zoning and key environmental considerations

The property is zoned B7 Business Park pursuant to Pittwater Local Environmental Plan 2014 (PLEP 2014) with transport depots permissible with consent.

The key environmental considerations that have been identified through detailed site analysis are as follows:

- Traffic generation/ parking
- Acoustics
- Flooding
- Air quality
- Light spill

All of the above environmental considerations are discussed in the following sections of this report and addressed in the documentation accompanying this Development Application.

3 DESCRIPTION OF PROPOSED DEVELOPMENT

3.1 Proposed physical works

The application proposes proposing the construction and use of a bus depot on the subject site for the storage, cleaning and refuelling of 48 buses. The application also involves the provision of associated office and staff amenities, staff carparking, signage and the implementation of an integrated site landscape regime. The detail of the proposed works is depicted on Architectural plans DA01, DA05, DA10, DA11, DA13, DA16, DA20, DA21 and DA40 prepared by Noxon Giffen Architects and landscape plans L1(B) and L2(B) prepared by Nicholas Bray Landscapes. Specifically, the proposed works include:

- The construction of a concrete hardstand area for the parking of 48 buses and 10 staff cars accessed via 2 driveways from Jubilee Avenue.
- The construction of a single storey office building with an office and staff amenities including a lunch room and bathroom facilities.
- The construction of a bunded bus wash bay in which a Speedywash Pony mobile washing vehicle will be utilised. This bunded area will have a first flush stormwater diversion system.
- The construction of a roofed and bunded fuel bay with above ground 12,500L fuel tank.
- The construction of a variable height acoustic barrier with integrated canopy along the eastern edge of the property with a 3 metre setback maintained to this boundary for landscaping.
- The provision of boundary security fencing including open palisade fencing along the frontage of the property.
- The provision of non-illuminated business identification signage at the front of the property.

The proposal requires the removal of seven (7) trees on the site of which five (5) are exempt trees as detailed in the accompanying arborist report prepared by McArdle Arboricultural Consultancy with tree protection measures also identified in relation to the trees nominated for retention including the significant trees located in/ adjacent to the north eastern and north western corners of the property. Such tree loss is appropriately compensated for through the implementation of the proposed integrated site landscape regime as detailed on the accompanying plans prepared by Nicholas Bray Landscapes.

The proposed development will be drained to the Council stormwater pipe which runs within an easement down the western boundary of the property as detailed on the plans prepared by Lindsay Dynan Engineers with the development site safe from localised flooding impacts as detailed within the Flood Risk Management and Evacuation Strategy Report also prepared by Lindsay Dynan Engineers.

Whilst the application requires minimal excavation the application is accompanied by a Geotechnical Investigation prepared by EI Australia which details the acceptability of the earthworks proposed. The application is also accompanied by an Air Quality Assessment prepared by Todoroski Air Sciences which concludes that there would not be any air quality impacts upon the surrounding environment due to the operation of the proposed bus depot. The accompanying Obtrusive and Spill Lighting report prepared by Romanos also confirms that the proposal will not give rise to unacceptable light spill impacts on any adjoining property.

The accompanying plans nominate the construction of a variable height acoustic barrier with integrated canopy along the eastern edge of the property as detailed in the accompanying acoustic report prepared by Acoustic Dynamics. This report contains a number of recommendations in relation to the provision of acoustic barriers, as detailed on the accompanying architectural plans, and operational measures that are to be adopted to ensure no unacceptable acoustic impacts on surrounding properties including the dwelling house located immediately adjacent to the eastern boundary of the property. These are detailed in the following section of this report. No objection is raised to these recommendations forming appropriately worded conditions of development consent.

The acceptability of the land use in terms of parking allocation and arrangement together with an assessment of potential traffic related impacts is detailed in the accompanying Traffic Impacts report prepared by SECA Solutions. This report concludes that the traffic, parking access arrangements are satisfactory, and the external impacts minimal and acceptable. The report does recommend the preparation of a parking management plan and no objection is raised to such requirement forming an appropriately worded condition of development consent.

3.2 Operational Characteristics

It is proposed that the bus depot operate between the hours of 5:00am and 11:00pm 7 days per week. The bus operations allow for various shift combinations which means that the number of staff based out of the site at any one time is 60 or less. The accompanying acoustic report contains the following operational requirements which will be adopted in full:

Acoustic Dynamics advises the following recommendations to ensure:

- The deck area next to the office not be used prior to 7am* (*8am on Sundays and public holidays) or after 6pm;
- All buses must leave the site via the western driveway, and travel towards Ponderosa Parade (i.e. turn left out of the driveway);
- All buses arrive to the depot from Ponderosa Parade to the west of the subject site, and must not travel further than the eastern boundary of the subject site on Jubilee Avenue;
- All buses entering and leaving the site should do so in the quietest manner possible. Minimise idling time, excessive acceleration and the use of horns;
- Buses should be well maintained to prevent increase in noise emission while operating;
- Where possible, prevent the use of reversing alarms (if fitted to any vehicles) before 7am and after 6pm; and
- Use of the bus wash bay and air conditioning should only be during daytime hours 7am to 6pm.

4 STATUTORY PLANNING FRAMEWORK

The following section of the report will assess the proposed development having regard to the statutory planning framework and matters for consideration pursuant to Section 4.15 of the Environmental Planning & Assessment Act, 1979 as amended. Those matters which are required to be addressed are outlined, and any steps to mitigate against any potential adverse environmental impacts are discussed below.

4.1 Pittwater Local Environmental Plan 2014

The Pittwater Local Environmental Plan 2014 (PLEP 2014) is the principal local environmental planning instrument applicable to the land. The relevant provisions of the PLEP 2014 and the manner in which they relate to the site and the proposed development are assessed below.

4.1.1 Zoning and permissibility

As previously indicated, the property is zoned B7 Business Park pursuant to Pittwater Local Environmental Plan 2014 (PLEP 2014) with transport depots permissible with consent. The objectives of the B7 Business Park Zone are as follows:

- *To provide a range of office and light industrial uses.*
- *To encourage employment opportunities.*
- *To enable other land uses that provide facilities or services to meet the day to day needs of workers in the area.*
- *To provide healthy, attractive, functional and safe business areas.*

The proposed bus depot satisfies the relevant zone objectives as provides facilities and services to meet the day to day transport needs of workers in the area. Accordingly, there is no statutory impediment to the granting of consent.

4.1.2 Height of buildings

Pursuant to clause 4.3 of PLEP 2014 the maximum building height for development on the land is 11 metres. Building Height is defined as follows:

> ***building height*** *(or* ***height of building****) means the vertical distance between ground level (existing) at any point to the highest point of the building, including plant and lift overruns, but excluding communication devices, antennae, satellite dishes, masts, flagpoles, chimneys, flues and the like.*
>
> ***ground level (existing)*** *means the existing level of a site at any point.*

The stated objectives of the height of buildings standard are as follows:

> *(a) to ensure that any building, by virtue of its height and scale, is consistent with the desired character of the locality,*

(b) to ensure that buildings are compatible with the height and scale of surrounding and nearby development,

(c) to minimise any overshadowing of neighbouring properties,

(d) to allow for the reasonable sharing of views,

(e) to encourage buildings that are designed to respond sensitively to the natural topography,

(f) to minimise the adverse visual impact of development on the natural environment, heritage conservation areas and heritage items.

We confirm that the proposed development has a maximum building height of 6.225 metres which is well below the maximum 11 meter height of buildings standard applicable to development on the land. As the proposal satisfies the numerical standard it is also deemed to comply with the associated objectives.

4.1.3 Floor space ratio

Pursuant to clause 4.4 of PLEP 2014 the maximum floor space ratio for development on the land is 1:1. Based on a site area of 4554 square metres this represents a gross floor area of 4554 square metres. The stated objectives of this standard are as follows:

(a) to ensure that buildings, by virtue of their bulk and scale, are consistent with the desired character of the locality,

(b) to minimise adverse environmental effects on the use and enjoyment of adjoining properties and the public domain,

(c) to minimise any overshadowing and loss of privacy to neighbouring properties and to reduce the visual impact of any development,

(d) to maximise solar access and amenity for public places,

(e) to minimise the adverse impact of development on the natural environment, heritage conservation areas and heritage items,

(f) to manage the visual impact of development when viewed from public places, including waterways,

(g) to allow for the reasonable sharing of views.

It has been determined that the proposal has a GFA as defined of 130sqm representing a compliant FSR of 0.02:1. As the proposal satisfies the numerical standard it is also deemed to comply with the associated objectives.

4.1.4 Acid sulfate soils

Pursuant to clause 7.1 of PLEP 2014 the site is identified as Class 5 on the Acid Sulfate Map. Having regard to the applicable considerations we have formed the considered opinion that the additional excavation proposed will not lower the watertable table on any adjoining Class 1, 2, 3 or 4 land below 1m AHD.

4.1.5 Flood planning

Clause 7.3 of PLEP 2014 applies to land at or below the flood planning level. The accompanying Flood Risk Management & Evacuation Strategy Report prepared by Lindsay Dynan confirms that the site is affected by flooding waters during storms events up to the 1% Annual Exceedance Probability (AEP) and Probable Maximum Flood Event (PMF).

Pursuant to clause 7.3(3) (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) will not 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

(d) will not 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.

In this regard, the accompanying Flood Risk Management & Evacuation Strategy Report confirms that the site is suitable for the proposed land use with the report also detailing the required Flooding Emergency Response Strategy (FERS). The clause 7.3 PLEP 2014 provisions are satisfied.

4.1.6 Geotechnical hazards

Pursuant to clause 7.7 of PLEP 2014 the site is not identified on Council's Geotechnical Hazard Map. Notwithstanding, the application is accompanied by a Geotechnical Investigation prepared by EI Australia which details the acceptability of the earthworks proposed.

4.1.7 Essential services

In accordance with the clause 7.10 PLEP 2014 considerations the subject site is fully serviced with such services able to be utilised by the completed development without augmentation.

4.2 Pittwater 21 Development Control Plan

This policy document came into effect on 1st February 2004 and has been amended on numerous occasions since. Pittwater 21 DCP contains development controls for the design and construction of buildings and the development of land in Pittwater. The proposed development has been assessed against the relevant provisions of Pittwater 21 DCP as outlined in the following sections of this report.

4.2.1 Warriewood Valley Release Area

The site is located within the Warriewood Valley Release Area with the desired future character identified at clause A4.16 of Pittwater 21 Development Control Plan 2014 as follows:

> *The Warriewood Valley Land Release Area will remain characterised by a mix of residential, retail, commercial, industrial, recreational, and educational land uses.*
>
> *The Warriewood Valley Land Release Area will be developed into a desirable urban community in accordance with the adopted planning strategy for Warriewood Valley, and will include a mix of low to medium density housing, industrial/commercial development and open space and community services.*
>
> *Future development is to be located so as to be supported by adequate infrastructure, including roads, water and sewerage facilities, and public transport. Future development will maintain a building height limit below the tree canopy and minimise bulk and scale. Existing and new native vegetation, including canopy trees, will be integrated with the development. Contemporary buildings will utilise facade modulation and/or incorporate shade elements, such as pergolas, verandahs and the like. Building colours and materials will harmonise with the natural environment. Development will be designed to be safe from hazards.*
>
> *The creeklines, roads and open space areas will form the backbone of the new community, complemented with innovative water management systems, the natural environment, pedestrian/cycle path network, public transport, and recreation facilities. Development will incorporate native canopy trees and vegetation to minimise the bulk and scale of development and enhance the new community with a high quality landscape character. Development will integrate with the landform and landscape.*
>
> *A balance will be achieved between maintaining the landforms, landscapes and other features of the natural environment, and the development of land. In this respect large tracts of land known as the Warriewood Escarpment have been acquired and reserved as environmental protection, as well as the Warriewood wetland area, no urban development will be permitted in these areas.*
>
> *As far as possible, the locally native tree canopy and vegetation will be retained and enhanced to assist development blending into the natural environment, and to enhance wildlife corridors.*

Heritage items and conservation areas indicative of the Guringai Aboriginal people and of early settlement in the area, and farming history in the valley, will be conserved.

Vehicular, pedestrian and cycle access within and through the area will be maintained and upgraded. the design and construction of roads will manage local traffic needs, minimise harm to people and fauna and facilitate co-location of services and utilities.

In this regard we have formed the considered opinion that the proposed development, by virtue of its height and scale, is consistent with the desired future character of the locality in that it provides a bus depot use in an appropriate zone thus maintaining the established/ anticipated land use mix within the Warriewood Release area.

The proposed bus depot is supported by adequate infrastructure, including roads, water and sewerage facilities, and public transport with the building requiring minimal earthworks and site disturbance. The application is accompanied by a landscape plan showing additional perimeter native landscape plantings. Finally, the accompanying geotechnical and flooding reports collectively demonstrate that the development will be free from hazards and that site evacuation can occur in the unlikely event that it was required.

Accordingly, we have formed the considered opinion that the development is consistent with the desired future character of the Warriewood Valley Release Area.

4.2.2 General/ Development Type Controls

4.2.2.1 Flooding hazards

The property is identified on Council's Flood Hazard Mapping with these hazards addressed in detail previously in this report.

4.2.2.2 Stormwater management

The proposed development will be drained to the Council stormwater pipe which runs within an easement down the western boundary of the property as detailed on the plans prepared by Lindsay Dynan Engineers with the development site safe from localised flooding impacts as detailed within the Flood Risk Management and Evacuation Strategy Report also prepared by Lindsay Dynan Engineers.

4.2.2.3 Access and parking

The acceptability of the land use in terms of parking allocation and arrangement together with an assessment of potential traffic related impacts is detailed in the accompanying Traffic Impacts report prepared by SECA Solutions. This report concludes that the traffic, parking access arrangements are satisfactory, and the external impacts minimal and acceptable.

The report does recommend the preparation of a parking management plan and no objection is raised to such requirement forming an appropriately worded condition of development consent.

4.2.2.4 Site works management

Normal site safety measures and procedures including the installation of any necessary erosion and sediment control devices and construction fencing will ensure that no site safety or environmental impacts will arise during construction.

4.2.2.5 Safety and security

In accordance with the provisions of clause C2.2 of the DCP the proposed development has been design in accordance with Crime Prevention Through Environmental Design (CPTED) Principles. In this regard it is noted that:

- There are no large visual obstructions within the parking areas with the parking areas appropriately lit at night;
- The proposed hours of operation will afford enhanced after hours casual surveillance and security.
- Accessible areas will be adequately lit at night so as to avoid any dark entrapment spots and provide a sufficient level of security.

4.2.2.6 View sharing

Having inspected the site and its immediate surrounds we have formed the considered opinion that the development will not give rise to any public or private view affectation.

4.2.2.7 Accessibility

The proposed development provides accessible access and bathroom facilities and accordingly satisfies the relevant accessibility requirements.

4.2.2.8 Waste and recycling facilities

A garbage waste storage will occur on site and disposed of via commercial waste collection operator.

4.2.2.9 Building facades

In accordance with the clause C2.7 requirements no service pipes, conduits or services will be visible from a public place.

4.2.2.10 Pollution control

The proposed works will be carried out in accordance with the relevant provisions of the Protection of the Environmental and Operations Act, 1997.

4.2.2.11 Signage

Business identification signage will be provided as detailed on the elevations with such signage of a size and dimension which complies with the applicable DCP provisions.

4.2.2.12 Protection of residential amenity

Particular consideration has been given to the maintenance of appropriate residential amenity to surrounding residential receivers including the dwelling located immediately adjacent to the eastern boundary of the site. The accompanying shadow diagrams demonstrate that 3 hours of solar access will be maintained to the north facing living and rear private open space area of the adjoining dwelling with no adverse impacts in relation to light spill, air quality, acoustics or traffic as detailed in the following expert reports.

- Acoustic report prepared by Acoustic Dynamics;
- Traffic report prepared by SECA Solutions;
- Air Quality Assessment prepared by Todoroski Air Sciences; and
- Obtrusive and Spill Lighting report prepared by Romanos Consulting.

We also confirm that the acoustic barrier will provide secondary privacy attenuation and accordingly an appropriate landscaped privacy interface is maintained to the adjoining dwelling house.

In this regard it can be reasonably concluded that the development will not give rise to any adverse physical impacts on surrounding development or in any way restrict the future development of any site.

4.2.3 Locality Specific Controls

4.2.3.1 Character as viewed from public place

The proposed building structures are single storey in nature and set back a compliant distance from the street such that they will not be visually prominent in a streetscape context. The development will sit within a landscaped setting as viewed from the public domain and as detailed on the accompanying landscape plan. The palette of materials and finishes is in accordance with Pittwater Council's preferred colours and materials.

4.2.3.2 Building Colours, Materials and Construction

The application is accompanied by a schedule of materials and finishes on plan which will ensure that the development will not be perceived as inappropriate or jarring.

4.2.3.3 Front building lines

Clause D16.3 requires a front setback of only 6.5 metres with the proposed development maintaining a compliant setback with the exception of the 1.8 metre high acoustic barrier extension in the north eastern corner of the site and minor elements of the front fence treatments. The front setbacks are complimentary and compatible in a streetscape context with the minor breaching elements screened by the landscaping proposed. Such outcome does not defeat the objectives of the control.

Such variation succeeds pursuant to section 4.15(3A)(b) of the Act which requires Council to be flexible in applying such provisions and allow reasonable alternative solutions that achieve the objects of controls/ standards for dealing with that aspect of the development.

4.2.3.4 Side and rear setbacks

Clause D16.7 requires development to maintain a 3 metre side and rear boundary setback. The proposal mains compliant side boundary setbacks with a partial intrusion into the rear setback by the at-grade concrete hardstand area to reflect the nil setback established by the adjoining property to the south. The minor breach will not defeat the objectives of the control.

Such variation succeeds pursuant to section 4.15(3A)(b) of the Act which requires Council to be flexible in applying such provisions and allow reasonable alternative solutions that achieve the objects of controls/ standards for dealing with that aspect of the development.

4.3 Matters for consideration pursuant to section 4.15 of the environmental planning and assessment act 1979 as amended

The following matters are to be taken into consideration when assessing an application pursuant to section 4.15 of the Environmental Planning and Assessment Act 1979 (as amended). Guidelines (in *italic*) to help identify the issues to be considered have been prepared by the Department of Planning and Environment. The relevant issues are:

4.3.1 The provision of any planning instrument, draft environmental planning instrument, development control plan or regulations

The proposed bus depot is permissible with consent in the zone.

The proposal succeeds when assessed against the Heads of Consideration pursuant to section 4.15 of the Act. It is considered that the application, the subject of this document, is appropriate on merit and is worthy of the granting of development consent.

4.3.2 The likely impacts of that development, including environmental impacts on both the natural and built environments and social and economic impacts in the locality.

Context and Setting

i. What is the relationship to the region and local context in terms of:

- *The scenic qualities and features of the landscape*
- *The character and amenity of the locality and streetscape*
- *The scale, bulk, height, mass, form, character, density and design of development in the locality*
- *The previous and existing land uses and activities in the locality*

These matters have been addressed in detail within the report.

ii. What are the potential impacts on adjacent properties in terms of:

- *Relationship and compatibility of adjacent land uses?*
- *sunlight access (overshadowing)*
- *visual and acoustic privacy*
- *views and vistas*
- *edge conditions such as boundary treatments and fencing*

This report demonstrates that the proposed development will have no adverse impact on the adjacent properties.

Access, transport and traffic:

Would the development provide accessibility and transport management measures for vehicles, pedestrians, bicycles and the disabled within the development and locality, and what impacts would occur on:

- *Travel Demand*
- *dependency on motor vehicles*
- *traffic generation and the capacity of the local and arterial road network*
- *public transport availability and use (including freight rail where relevant)*
- *conflicts within and between transport modes*
- *Traffic management schemes*
- *Vehicular parking spaces*

These issues have been addressed in detail within this report.

Public Domain

The proposed development will have no adverse impact on the public domain.

Utilities

Existing utility services will adequately service the development.

Flora and Fauna

The development will have no adverse flora or fauna impacts as detailed within the body of this report.

Waste Collection

Waste collection will be via a private waste contractor.

Natural hazards

The identified hazards have been comprehensively addressed in the body of this report.

Economic Impact in the locality

The proposed bus depot will employ 110 staff.

Site Design and Internal Design

i) *Is the development design sensitive to environmental considerations and site attributes including:*

- *size, shape and design of allotments*

- *The proportion of site covered by buildings*
- *the position of buildings*
- *the size (bulk, height, mass), form, appearance and design of buildings*
- *the amount, location, design, use and management of private and communal open space*
- *Landscaping*

These matters have been addressed in detail in the body of this report.

ii) How would the development affect the health and safety of the occupants in terms of:

- *lighting, ventilation and insulation*
- *building fire risk – prevention and suppression*
- *building materials and finishes*
- *a common wall structure and design*
- *access and facilities for the disabled*
- *likely compliance with the Building Code of Australia*

All works will be carried out in accordance with the provisions of the Building Code of Australia. The proposal complies with the relevant standards pertaining to health and safety.

Construction

i) What would be the impacts of construction activities in terms of:

- *The environmental planning issues listed above*
- *Site safety*

Normal site safety measures and procedures will ensure that no safety or environmental impacts will arise during construction.

4.3.3 The sutaibility of the site for the development

- *Does the proposal fit in the locality*
- *Are the constraints posed by adjacent development prohibitive*
- *Would development lead to unmanageable transport demands and are there adequate transport facilities in the area*
- *Are utilities and services available to the site adequate for the development*
- *Are the site attributes conducive to development*

The site is located in an established Business Park precinct. The adjacent development does not impose any unusual or impossible development constraints. The proposed development will not cause excessive or unmanageable levels of transport demand.

The site being of moderate grade, adequate area, and having no special physical or engineering constraints is suitable for the proposed subdivision.

4.3.4 Any submissions recevied in accordance with this act or regulations

It is envisaged that Council will appropriately consider any submissions received during the notification period.

4.3.5 The public interest

The subject site is ideally suited to a bus depot with the proposal not giving rise to any unacceptable residential amenity, built form or natural environment impacts. The public interest best served approving such land use.

5 CONCLUSION

This statement demonstrates that the built form and land use outcomes are permissible on the land with potential operational impacts on surrounding development, including the residential property located immediately to the east of the subject property, appropriately managed through the design of the depot and the operational requirements identified in the various consultant reports.

Further, it has been determined that there is more than adequate car parking on site to accommodate the anticipated development specific bus and staff car parking demand. Having given due consideration to the matters pursuant to Section 4.15 of the Act it is considered that there are no matters which would prevent Council from granting consent to this proposal in this instance.



Greg Boston

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Director