

STATEMENT OF ENVIRONMENTAL EFFECTS

**Change of use to bus
depot and signage**

**11 Tepko Road, Terrey
Hills**

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1 Introduction

1.1 Overview

This report accompanies and supports a Development Application (DA) for change of use to a bus depot and signage for the property at 11 Tepko Road, Terrey Hills.

The application is retrospective in that the land use has been operational on the property since 2010. As a result, this development application seeks to regularise the land use on the property. No physical works are proposed by the application that would require development consent.

The property is appropriately proportioned, configured and located to accommodate the proposed land use. It is centrally located within the Terrey Hills Light Industrial zone, with various other industrial uses surrounding the site.

A bus depot is defined under cl 93 of the State Environmental Planning Policy (Infrastructure) 2007 as a 'premises used for the servicing, repair, garaging or parking of buses'. A 'bus depot' is permitted on IN2 Light Industrial zoned land (which is a prescribed zoned under the SEPP).

The property has the capacity proportions and area to accommodate all of its key functions and it has sufficient onsite parking provision. It is highly accessible, being convenient to a range of transport modes and other light industrial, urban services businesses.

The proposal is a permissible land use and supports Council's objectives for the accommodation and generation of jobs and services within the Northern Beaches region. The proposal can be operated within the appropriate and prevailing environmental limitations and it will not give rise to any significant or unreasonable adverse environmental consequences.

1.2 Pre-lodgement Meeting

A Pre-DA lodgement meeting (PLM 2019/0202) was held on 14 October 2018 with Council planning officers to discuss key issues associated with the proposed land use upon the site.

This application has been prepared in response to the matters discussed at the pre-lodgement meeting and the pre-lodgement meeting report issued by Council.

1.3 Statement of Environmental Effects

This report is a Statement of Environmental Effects (SEE), pursuant to Section 4.15 of the Environmental Planning and Assessment Act 1979. The proposal has been considered under the relevant provisions of Section 4.15 of the Environmental Planning and Assessment Act 1979.

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

- Environmental Planning and Assessment Act, 1979
- Local Environmental Plan
- Relevant State Environmental Planning Policies
- Development Control Plan

The proposal is permissible and generally in conformity with the relevant provisions of the above planning considerations.

Overall, it is assessed that the proposed development is satisfactory, and the development application may be approved by Council.

1.4 Supporting documentation

The proposal is also accompanied and supported by the following expert inputs:

- Architectural plans – Walsh² Architects
- Detail land survey – C&A Surveyors
- Town planning – BBF Town Planners
- Traffic and parking assessment – TTPA Consulting Traffic Engineers
- Operational Plan of Management – On Course Tours

2 Site Analysis

2.1 Site description and property features

The property is located at 11 Tepko Road at Terrey Hills and is legally described at Lot 14 in DP 255912. The property is approximately 1,191 m² in area with a frontage to Tepko Road of approximately 35m and a depth of 35m also.

The key features of the site and its development include:

- The land is developed with industrial complex.
- The subject premise has vehicle access to two points on Tepko Road (Figure 1) due to a right of carriageway that benefits the property (Figure 14).

The property comprises:

- A single Torrens title landholding with a right of carriageway along its southern boundary providing access to the rear adjoining properties.
- An administration office of approximately 83 m²
- A warehouse for the parking and cleaning and preparation of buses in between tours.
- The business bus fleet comprises a total of 10 buses including four coaches, two buses, four minibuses including 22 seater, 21 seater, 13 seater, and 11 seater (Figure 10). The property accommodates parking for 10 buses and 6 staff vehicles.

2.2 Background

The application is retrospective in that the land use has been operational on the property since 2010. The owner was advised at the time of the property's acquisition in late 2009 that no DA was required for the bus dept as a warehouse was already approved on the property.

This was correct advice under State Environmental Planning Policy number 4 - *Development Without Consent and Miscellaneous Exempt and Complying Development*, that was applicable to the property at the time (and until 21 February 2014, however a letter to the Council was required under the provisions of Clause 8(1) of the SEPP; which states:

'the building may, without the necessity for development consent being obtained therefor, upon a sufficient written notice being given to the council, be used for the purposes of a light industry'.

Searches of historical records have not revealed that such a letter was submitted. If it had, no development application would be needed. The change of use proposed would have effectively been exempt development, under the SEPP with the provision of a letter to Council.

As a result of the above, this development application seeks to regularise the land use on the property. No physical works are proposed by the application that would require development consent.

2.3 Zoning and key environmental considerations

The property is zoned IN2 Light Industrial under the Warringah Local Environmental Plan 2011 (LEP) as is most of the surrounding land.

The site and proposal are not affected by key environmental considerations like, for example, bush fire, biodiversity, geotechnical, flood, waterways, geotechnical risk, heritage. The property is affected by acid sulfate soils which is addressed within section 5 of this report.

There are no zoning or environmental characterises that present impediments to the proposal.



Figure 1 – Location of the site within its wider context (courtesy Google maps)



Figure 2 – character of existing carpark area



Figure 3 – character of existing street interface



Figure 4 – character of development



Figure 5 – existing undercover bus parking area



Figure 6 – character of the existing property



Figure 7 – character of the existing property



Figure 8 – existing right of carriageway on south side of the site



Figure 9 – existing right of carriageway on south side of the site



Figure 10 - character of the bus fleet



Figure 11 - The premise is separated from sensitive residential land

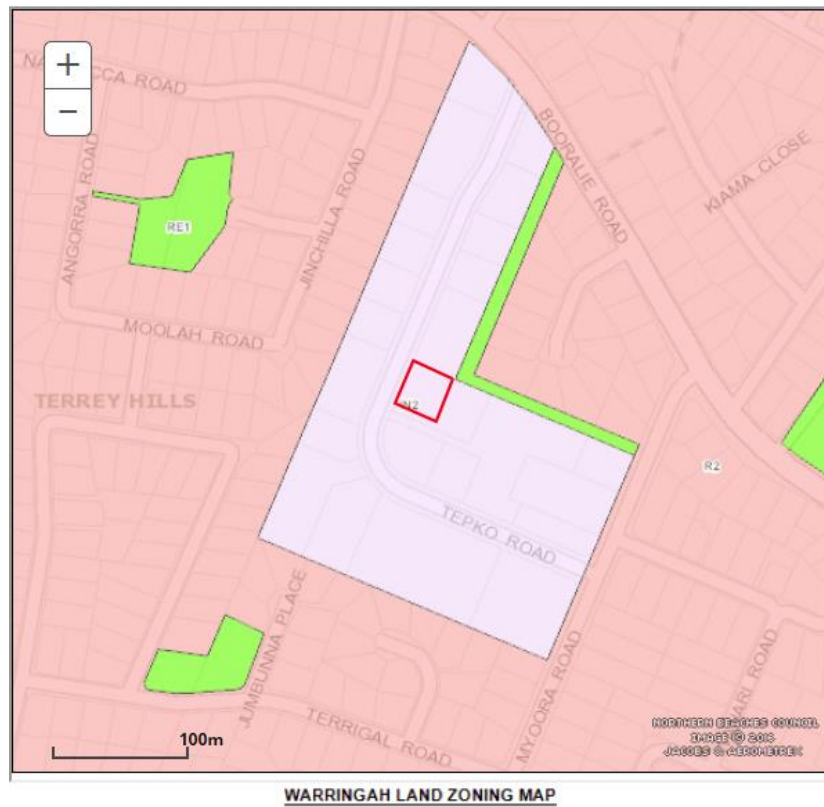


Figure 12 - The premise is physically and spatially separated from residential land



Figure 13 - The subject site and subdivision pattern

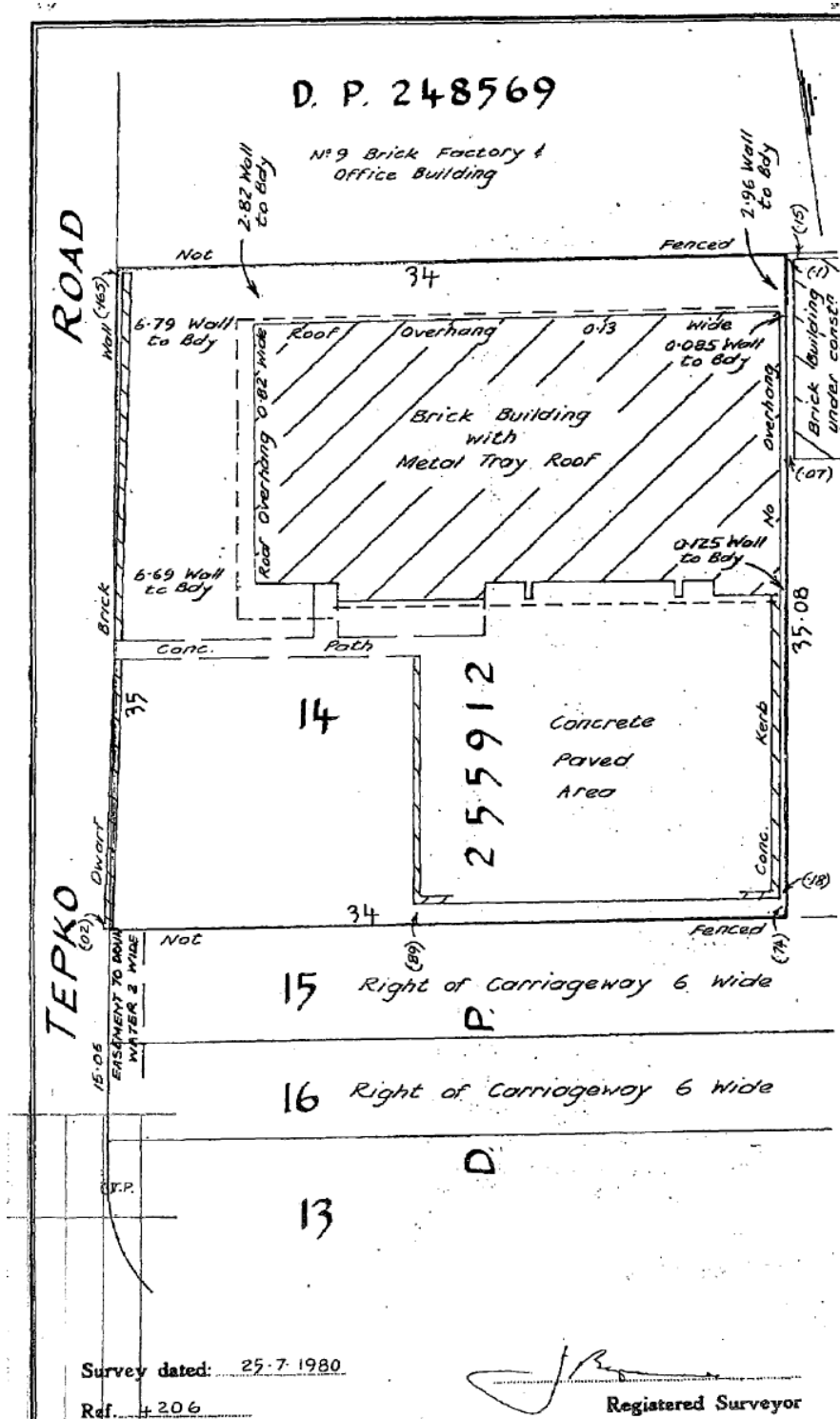


Figure 14 – excerpt of Identification survey for the site showing right of carriageway

INSTRUMENT SETTING OUT TERMS OF EASEMENTS AND RESTRICTIONS AS TO USER TO BE
CREATED PURSUANT TO SECTION 88B OF THE CONVEYANCING ACT, 1919-1964.

Plan: D.P.

SHEET 1 of 1 SHEET

DP255912

Subdivision of lot 11 in D.P. 255720 being
the whole of the land in Certificate of
Title volume folio .
Covered by Council Clerk's Certificate
number 8100

Name and address of
registered Proprietors
of the land

PALMARC INVESTMENTS PTY. LIMITED a company
having its registered office at Suite 1008,
10th floor, 185 Elizabeth Street, Sydney.

Part 1

1. Identity of easement or
Restriction firstly
referred to in abovementioned
plan

Right of carriageway 6 wide.

Schedule of Lots etc. affected

Lots burdened

Lots: Name of road or authority benefited

16
15

12, 13, 14, 15.
12, 13, 14, 16.

2. Identity of easement or
Restriction secondly
referred to in abovementioned
plan

Easement to drain water 2 wide.

Schedule of Lots etc. affected

Lots burdened

Lots: Name of road or authority benefited

13
12
16
15

11, 12.
11.
14, 15.
14.

THE COMMON SEAL of PALMARC
INVESTMENTS PTY. LIMITED was

hereto affixed in the presence of



Director

Secretary

Executed at SYDNEY in my presence by MCC (ADVANCERS) LIMITED
by being signed sealed and delivered by Arthur John BURROWS
who is personally known to me and who certifies he is Manager Shire Clerk
(New South Wales) Property Finance for the time being of the company and has no notice of
revocation of power of attorney registered No. 168186 Miscellaneous Register under the
authority of which this document is executed.

WITNESSES

Figure 15 – excerpt of 88B Instrument that benefits the property in terms of access and drainage

3 Description of Proposed Development

3.1 Overview

The application seeks development consent for alterations, additions, change of use to bus depot, and signage to the property at 11 Tepko Road, Terrey Hills.

The proposal is depicted in the accompanying architectural plans by Walsh² Architects. Key aspects of the proposal are noted as follows:

- Use of the premises for bus depot
- The extent of trading hours detailed below
- Signage - business identification signage.

3.2 Nature of business

On Course Tours and Travel is a charter bus travel company offering a small fleet of 10 buses for group and individual travel.

The business is been in operation for 31 years. A range of manufacturing, warehousing uses take place within the local context. The business provides a key service to the local Northern Beaches community.

The core services of the business are divided into two broad categories being local chartered bus trips, mainly within the Greater Metropolitan Region and regional, interstate travel.

Local trips typically involve providing bus services for various Probus groups, local sporting clubs and teams, local retirement villages including trips to local shopping centres and excursions, School trips and excursions etc.

Regional and interstate trips for extended time periods involve bus-based travel packages for both groups and individuals. A schedule of months and destinations are available at this link: http://www.oucoursetours.com.au/extended_tours.html

The business has other related services like:

- a day tour 'club' offering day bus trips tours for individuals and groups within the community
- an extended tours program involving trips further afield (e.g. Western Australia) for up to 6 weeks duration. In these instances, vehicles are away from the depot for 1, 2 or up to 6 weeks at a time.

By virtue of the its relatively minor operation, the proposal is not comparable to a typical depot e.g. the STA depot at Brookvale or the Forest Coach Lines depot at Terrey Hills. Particularly, it does not follow a daily timetable, rather, its typically extended tours (which range between 1 and 6 weeks) often require its fleet to be away from the depot for extended period at a time. As such, the site experiences a significantly lower level of traffic movements when compared to a typical bus depot.

3.3 Details of the proposed development and land use

The nature of the use

Development consent is sought for a *bus depot*.

Hours of operation

Development consent is sought for the following hours of operation-

The hours of operation are:

- Office operations 8 am to 6 pm Monday to Friday
- Bus operations seven days per week 7 am to 6 pm involving departure and arrival by each bus driver.

Employees

- 2 full time equivalent, onsite employees within the office
- 10 bus drivers

Signage

Flush wall signage to the buildings street frontage as displayed within the plan set and described within Section 5.3.1 of this report.

Car parking

6 car parking spaces and 10 bus parking spaces are provided on site in accordance with expert traffic assessment that accompanies the proposal.

Deliveries

Service vehicles, deliveries and refuse collection will be accommodated within the on-site car parking area. Given the scale and nature of the development. There are low and infrequent service vehicle demands.

Waste storage and removal

Standard paper/cardboard/packaging and office waste consumables, from administration functions and bus charter operations.

Appropriate Council or contractual arrangements are available to service the waste disposal requirements of the proposal.

Operational Management Plan

An *Operational Management Plan* (OMP) accompanies and supports the application. Matters addressed within the OMP include:

1. Hours of operation
2. The nature of the business / land use
3. The nature of onsite parking demand
4. Bus parking and manoeuvring
5. Management of onsite bus staff car and parking
6. Acoustic management
7. Induction of new bus drivers
8. Annual certification
9. Complaints management
10. Plan of Management Review

Operational Management of these matters will appropriately ensure that amenity of the local area is maintained and that there is appropriate recourse in the instance that an issue arises.

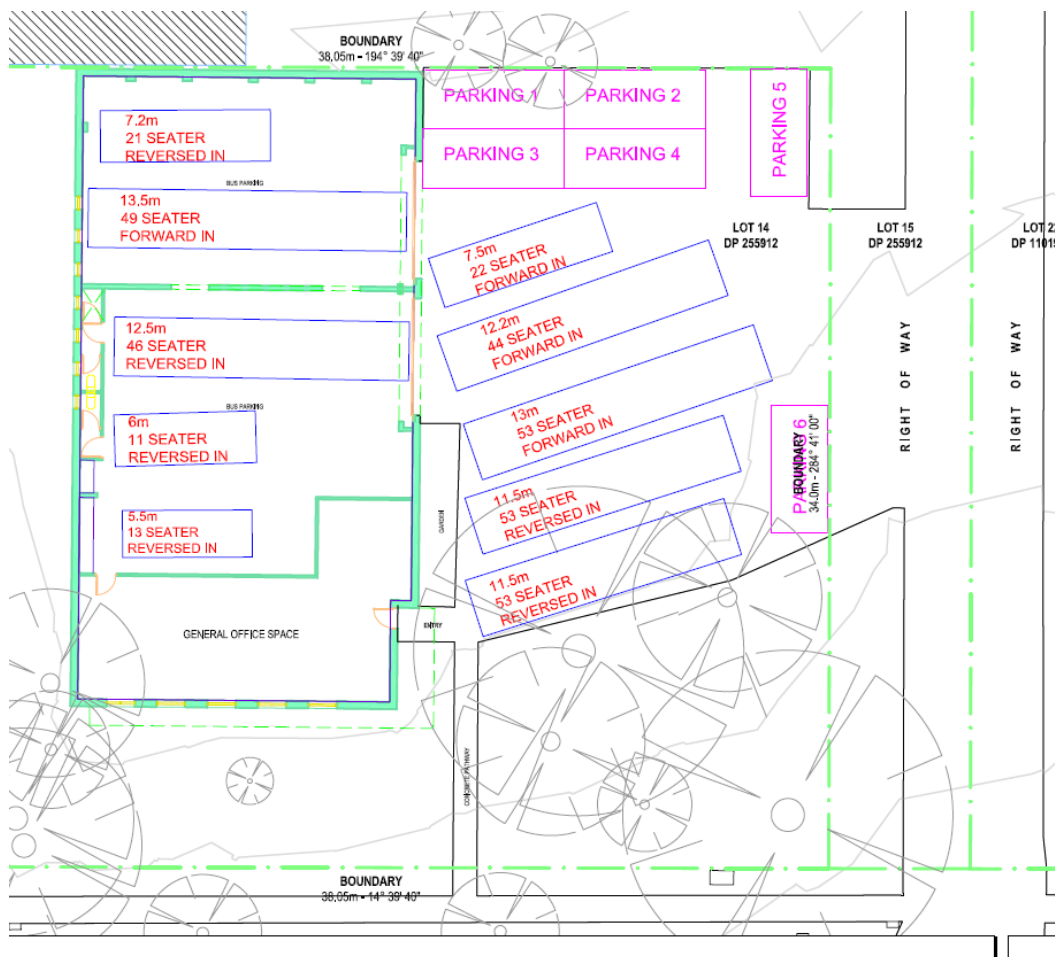


Figure 16 – onsite parking configuration

4 Environmental Assessment

The following section of the report assesses 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 (the Act) as amended.

Under the Act, the key applicable planning considerations, relevant to the assessment of the application are:

- Environmental Planning and Assessment Regulation 2000
- State Environmental Planning Policy (Infrastructure) 2007
- State Environmental Planning Policy No. 64 - Advertising and Signage
- State Environmental Planning Policy No. 55 – Remediation of Land
- Warringah Local Environmental Plan 2011
- Warringah Development Control Plan

The application of the above plans and policies is discussed in the following section of this report.

The application has been assessed against the relevant heads of consideration under Section 4.15 of the Act; a summary of these matters are addressed within Section 6 of this report, and the town planning justifications are discussed below.

5 Section 4.15 (1)(i) the provisions of any environmental planning instrument

5.1 State Environmental Planning Policy (Infrastructure) 2007

State Environmental Planning Policy (Infrastructure) 2007 establishes the definition of a bus depot, and inter-alia, its permissibility on the subject land for the reasons stated below.

A bus depot is defined under cl 93 of the SEPP as a 'premises used for the servicing, repair, garaging or parking of buses'.

A 'bus depot', is permitted on IN2 Light Industrial zoned land (which is a prescribed zoned under the SEPP) with development consent under the provisions of Part 3 Division 17 Subdivision 1 Clause 96. Excerpt below.

State Environmental Planning Policy (Infrastructure) 2007 – Roads and Road infrastructure facilities

Part 3 Division 17 Subdivision 1 Clause 96

96 Development permitted with consent

(1) Development for the purpose of a road or road infrastructure facilities may be carried out by any person with consent on land within a special area within the meaning of the Water NSW Act 2014.

(2) Development for any of the following purposes may be carried out by any person with consent on land in a prescribed zone:

(a) car parks intended for use by commuters using regular bus services,

(b) bus depots,

(c) permanent road maintenance depots and associated infrastructure (such as garages, sheds, tool houses, storage yards, training facilities and workers' amenities),

(d) retail or business premises in a car park (other than an at-grade car park) that is intended for use by commuters using regular bus services, but only if the premises are located on the ground floor of the car park or have street frontage,

(e) retail or business premises in a public transport interchange (other than an at-grade interchange) on a route used to convey passengers by means of regular bus services, but only if the premises are located on the ground floor of the interchange or have street frontage.

(3) Nothing in this clause requires a public authority to obtain consent for development that is permitted without consent by clause 94, 95 or 97.

The land use is appropriately characterised as a **bus depot** because it involves the parking of the businesses' fleet of buses being 'motor powered vehicles' and these buses are used in

connection with the On Course Tours business. Based on the above there is no statutory impediment to the granting of consent for a bus depot on the land.

5.2 Warringah Local Environmental Plan 2011

The property is zoned IN2 Light Industrial under the Warringah Local Environmental Plan 2011 as is most of the surrounding land.

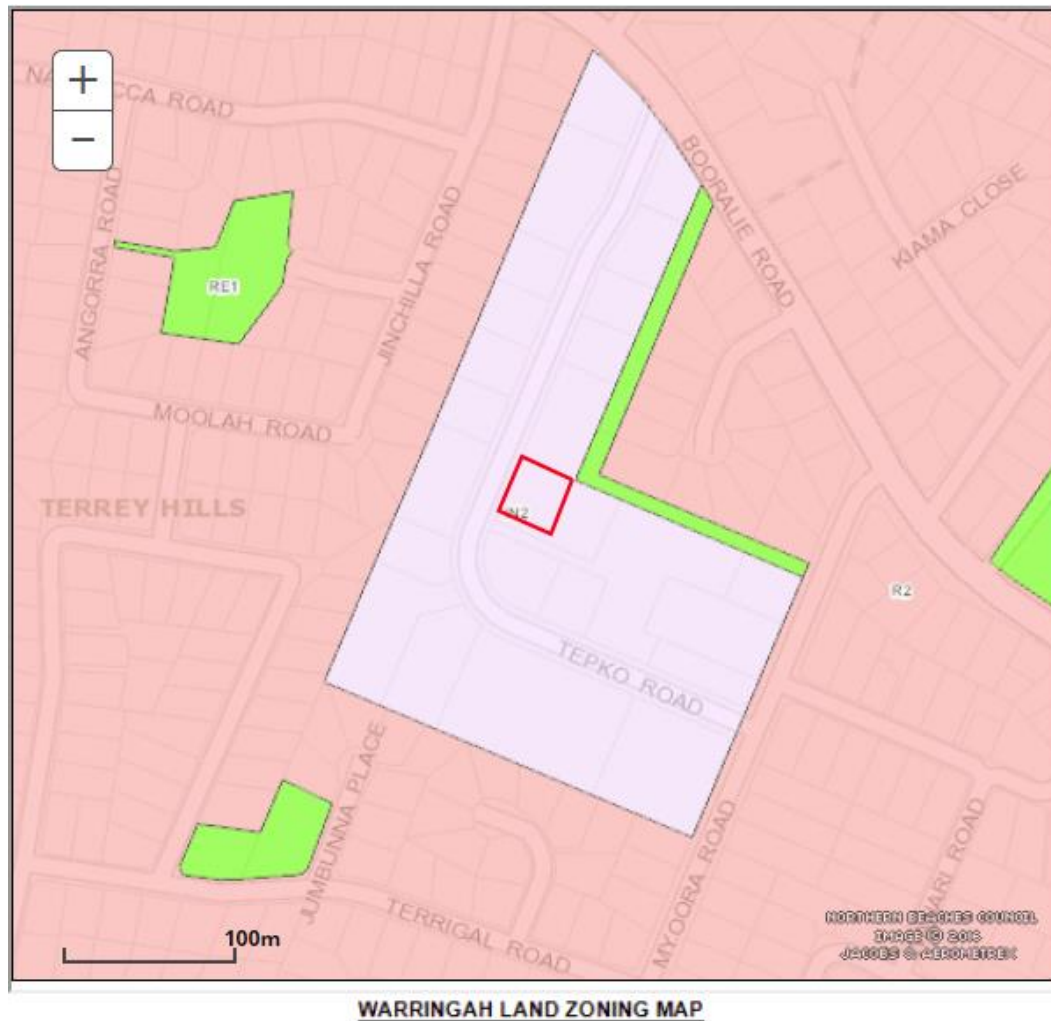


Figure 17 – zoning map extract – Northern Beaches Council

Clause 2.3(2) of the LEP requires the consent authority to ‘have regard to the objectives for development in a zone’ in relation to the proposal. The objectives of the zone are stated as follows:

- To provide a wide range of light industrial, warehouse and related land uses.
- To encourage employment opportunities and to support the viability of centres.
- To minimise any adverse effect of industry on other land uses.

- *To enable other land uses that provide facilities or services to meet the day to day needs of workers in the area.*
- *To support and protect industrial land for industrial uses.*
- *To maintain the industrial character of the land in landscaped settings.*

The proposal has been considered in light of these objectives and found to be entirely consistent with the objectives, in that:

- It will provide an appropriate, low impact use that is compatible with the nature, scale and character of the zone and the Tepko Road light industrial precinct.
- Due to the area and proportions of the site, along with the number and size of buses parked, the land use is assessed as being relatively passive within a light industrial context with minimal external environmental impacts in terms of noise, odour, emissions, dust etc.
- It will therefore minimise any adverse effect of industry on other land uses in the Tepko Road light industrial precinct.
- By virtue of the its relatively minor operation, the proposal is not comparable to a typical depot e.g. the STA depot at Brookvale or the Forest Coach Lines depot at Terrey Hills. Particularly, it does not follow a daily timetable, rather, its typically extended tours (which range between 1 and 6 weeks) often require its fleet to be away from the depot for extended period at a time. As such, the site experiences a significantly lower level of traffic movements when compared to a typical bus depot.
- It will provide employment opportunities and to support the viability of the Tepko Road light industrial precinct.
- It is an industrial land use and therefore will support and protect industrial land for industrial uses within the Tepko Road light industrial precinct.
- No change to the character of the site is will result from the proposal; it will therefore maintain the industrial character of the land in its existing landscaped setting (figure 5 within section 2).
- It supports the ongoing employment function of the land;
- It is compatible with the established employment function of the zone and the location;
- It will not result in adverse effects on other land uses, in fact the land use will be complimentary and compatible with other land uses within the location.

Accordingly, the proposal has had sufficient regard to the zone objectives and there is no statutory impediment to the granting of consent.

5.2.1 Other relevant provisions of the LEP

Other provisions of the LEP that are relevant to the assessment of the proposal are noted and responded to as follows:

LEP Provision	Response	Complies
Part 4 of LEP – Principal Development Standards		
LEP Clause 4.1 Minimum subdivision lot size		NA
LEP Clause 4.3 – Height of Buildings – 11m	No physical works proposed	Yes
LEP Clause 4.4 – Floor space ratio	Not applicable	NA
LEP Clause 4.6 – Exceptions to development standards	Not applicable	NA
Part 5 of LEP – Miscellaneous Provisions		
LEP Clause 5.4 Controls relating to miscellaneous permissible uses	Not applicable	NA
LEP Clause 5.5 Development within the coastal zone	Not applicable	NA
LEP Clause 5.10 Heritage Conservation	Not applicable	NA
Part 6 of LEP – Additional Local Provisions		
LEP Clause 6.1 Acid sulfate soils	No excavation proposed	NA
LEP Clause 6.2 Earthworks	No excavation proposed	NA
LEP Clause 6.3 Flood planning	The site is not affected by Flood Risk	NA
LEP Clause 6.4 development on sloping land	Area A	NA
LEP Clause 6.5 Terrestrial biodiversity	Not applicable	NA

5.3 Other State Environmental Planning Policies

5.3.1 State Environmental Planning Policy No 64—Advertising and Signage

SEPP 64 applies to all signage, and any structure that is used for the display of signage that is permitted under another environmental planning instrument.

1 new sign is proposed as part of the application, as shown on the accompanying architectural and signage plans. Key aspects of the proposed signage are noted as follows and summarised in figures below:

- Building façade signage (figure 16 below) – involving 2 signs of equal proportions being approximately 900mm high, 2.2m wide and approximately 3.3m above ground.



Figure 16 –proposed building signage

Assessment

Clauses 8 and 13 of SEPP 64 require Council to determine consistency with the objectives stipulated under Clause 3(1)(a) of the SEPP and to assess the proposal against the assessment criteria of Schedule 1.

The objectives of the policy aim to ensure that the proposed signage is compatible with the desired amenity and visual character of the locality, provides effective communication and is of high quality having regards to both design and finishes.

In accordance with the provisions stipulated under Schedule 1 of SEPP 64, the following assessment is provided.

SCHEDULE 1	COMMENT	COMPLIANCE
1. Character of the Area		
<p>Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?</p> <p>Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?</p>	<p>The existing character of the site and its context is distinguished by its industrial setting. The proposal is assessed to be compatible with this character and the land's functions.</p> <p>The proposed signage is appropriate to fit into the sites streetscape environment without leading to adverse visual impacts on the desired future character of the area.</p>	✓

SCHEDULE 1	COMMENT	COMPLIANCE
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?	<p>The proposed signage is integrated into the architectural design of the building. It will not dominate or compromise the integrity of these components.</p> <p>The facade treatments employ appropriate materials and finishes to improve the quality of the streetscape and relate positively to adjoining buildings</p> <p>It is assessed that the proposal will result in a negligible adverse change to the amenity and visual quality of surrounding land.</p>	✓
3. Views and vistas		
<p>Does the proposal obscure or compromise important views?</p> <p>Does the proposal dominate the skyline and reduce the quality of vistas?</p> <p>Does the proposal respect the viewing rights of other advertisers?</p>	<p>The proposed signage will not result in any significant or lasting impacts on views and vistas from surrounding land.</p> <p>The proposed signage will not dominate the skyline and reduce the quality of vistas</p> <p>Due to its nature, scale and location, the proposal does not impact on the rights of other advertisers.</p>	✓
4. Streetscape, Setting or Landscape		
<p>Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?</p> <p>Does the proposal contribute to the visual interest of the streetscape, setting or landscape?</p> <p>Does the proposal reduce clutter by rationalising and simplifying existing advertising?</p> <p>Does the proposal screen unsightliness?</p> <p>Does the proposal protrude above buildings, structures or tree canopies in the area or locality?</p> <p>Does the proposal require ongoing vegetation</p>	<p>The proposal involves the advertising sign that will be modest in scale and contextually appropriate to the frontages of the building.</p> <p>The scale, proportion and form of the proposal is appropriate for the building front within which it will be located</p> <p>The advertising would enhance the visual interest of the property through the presentation of an appropriately scaled lettering and logo signage and contextually appropriate to the setting and land use.</p> <p>The proposal does not result in any significant or unreasonable visual clutter.</p> <p>The proposal will provide appropriate business identification signage.</p> <p>The proposed signage will not protrude above buildings, structures or tree canopies.</p> <p>The proposal does not require ongoing vegetation management.</p> <p>Accordingly, the proposal results in an enhancement to the setting and streetscape</p>	✓

SCHEDULE 1	COMMENT	COMPLIANCE
management?	quality of the site and its context.	
5. Site and Building		
<p>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?</p> <p>Does the proposal respect important features of the site or building, or both?</p> <p>Does the proposal show innovation and imagination in its relationship to the site or building, or both?</p>	<p>The proposal is compatible with the scale and proportion of the building front and its intended function for business identification.</p> <p>The proposed signage respects the features and context of the site; it is appropriate for the property and will make a positive contribution to the property's street presentation.</p> <p>The proposal is appropriately distanced from any sensitive land uses, buildings and landscape features and is an appropriate development for the location.</p>	✓
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?	Not applicable.	✓
7. Illumination		
<p>Would illumination result in unacceptable glare?</p> <p>Would illumination affect safety for pedestrians, vehicles or aircraft?</p> <p>Would illumination detract from the amenity of any residence or other form of accommodation?</p> <p>Can the intensity of the illumination be adjusted, if necessary?</p> <p>Is the illumination subject to a curfew?</p>	<p>No</p> <p>No</p> <p>No. The small scale of the illuminated signage and its location will ensure that appropriate amenity levels are maintained.</p> <p>Yes</p> <p>Not assessed as warranted given the modest nature; extent, location, context of the signage</p>	✓

SCHEDULE 1	COMMENT	COMPLIANCE
8. Safety		
Would the proposal reduce the safety for any public road?	A Roads and Traffic safety report is not necessary in this instance due to the fact the sign is a static image and the content does not imitate traffic signs or signals (e.g Stop Signs). The proposal presents no safety risks to users of the access networks that adjoin the site.	✓
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?		

Conclusion

Based on the above assessment we have formed the considered opinion the proposed signage is consistent with the range of statutory planning considerations including the objectives of SEPP 64, and the detailed assessment criteria in Schedule 1 of SEPP 64. Based on these findings the proposed signage is worthy of approval.

5.3.2 State Environmental Planning Policy No. 55 – Remediation of Land

Council shall not consent to the carrying out of any development on land unless it has considered the provisions of SEPP No. 55 – Remediation of Land (“SEPP 55”).

The property has a long history of light industrial zoning and use. The site is fully developed with a light industrial style building, hard surface parking areas and landscaped area at the sites frontage. No residential or health related uses are proposed by the application. Furthermore, no physical works are proposed by the Development Application.

In this regard, the likelihood of encountering contaminated soils on the subject site is extremely low given the following:

- Council’s records indicate that the site has only been used for industrial uses.
- The previous approved use was a warehouse
- The subject site and surrounding land are not currently zoned to allow for any uses or activities listed in Table 1 of the contaminated land planning guidelines of SEPP 55.
- The subject site does not constitute land declared to be an investigation area by a declaration of force under Division 2 of Part 3 of the Contaminated Land Management Act 1997.

Furthermore, the proposal principally involves a first-floor additions and alterations to the existing building with minimal ground disturbance.

Given the above factors no further investigation of land contamination is warranted. The site is suitable in its present state for the proposed development. Therefore, pursuant to the provisions of SEPP 55, Council can consent to the carrying out of development on the land.

5.4 Development Control Plan

In response to Section 4.15 (1)(iii) of the Act, the Warringah Development Control Plan (DCP) is applicable to the proposal. Relevant provisions of the DCP are addressed below.

5.4.1 Traffic, parking and access

The proposal appropriately responds to the relevant traffic, parking and access considerations of the DCP. Key aspects of the land use, along with the nature and character of its bus and car parking characteristics, are addressed within the Operational Management Plan that accompanies the application. These are also summarised within Appendix 1 of this report.

The proposal has been assessed in relation to car parking and access considerations and is accompanied by a Traffic and Parking Assessment Report prepared by Transport & Traffic Planning consultants Australia. The purpose of the report is to examine and describe the key traffic and parking effects of the proposal.

The assessment finds that the land use generates staff car parking demand for 12 spaces. With the operational management arrangements proposed, staff vehicle and bus parking can be appropriately accommodated on this site. Furthermore the report conclusion states:

The proposed 'Bus Depot' at 11 Tepko Road, Terrey Hills will continue to support the local employment needs and serve an existing hospitality market that has been established for some years.

The assessment of the traffic and transport implications of the proposed operation has established the following:

there will be no adverse or unsatisfactory traffic implications.

the transport and parking needs of all staff will be adequately accommodated onsite.

the existing vehicle access, proposed internal circulation, parking and servicing provisions will be quite suitable and consistent with the design principles of AS2890.1.

In summary, the proposed land use is appropriately served by car parking and transport provisions, without any significant or unreasonable impacts upon the local streets or established businesses. With the operational provisions relating to parking and manoeuvring contained in the Operational Management Plan, the proposal is assessed as satisfying traffic, parking and access considerations of the DCP.

5.4.2 DCP D23 - Signs

As previously addressed within Section 5.3.2 of this report, signage is proposed as part of the application, as shown on the accompanying architectural and signage plans. The proposed signage includes building façade and window / shop front signage (letting, images and business branding):

The proposal appropriately responds to the relevant provisions of Part C2 - signs and signage structures. The following aspects of the proposal are noted in response to the DCP provisions.

- The proposed form and location of the signage is permitted by the DCP.
- The extent of signage is modest in area and is appropriate relative to the extent of the building's street frontages.
- The proposed signage is for business identification as required by the DCP.
- The proposed signage is sited and designed to not adversely impact on the amenity of the streetscape and the surrounding locality.
- The proposed signage will not to dominate or obscure other signs or result in visual clutter.
- The proposed signage is compatible with the design, scale and architectural character of the building on which they are to be placed.
- The proposed signage will not obscure views of vehicles, pedestrians or potentially hazardous road features or reduce the safety of all users of any public road (including pedestrians and cyclists).
- The proposed signage will not be capable of being confused with, or reduce the effectiveness of, traffic control devices.
- The proposed signage will not emit excessive glare or cause excessive reflection.
- The proposed signage will not obscure or compromise important views.

The nature scale and extent of signage satisfies the DCP's objectives and requirements.

5.4.3 Part D3 - Noise

The proposal appropriately responds to the relevant amenity considerations noting the provisions of DCP Part D3 - Noise. The proposal will have an acceptable impact when considering acoustic amenity issues noting the nature of the land use and the character of the site's development context.

It is noted that the business has been operation upon the site since 2010 and operated without any concerns being raised in relation to amenity impacts from neighbouring property owners or residents. Notwithstanding, the following acoustic mitigation measures are to be implemented and maintained; these are addressed within the operational management plan which accompanies the application:

- Signs will be erected on the site to remind staff of minimising noise before 7am and after 6pm.
- Usual bus operations - On a typical day there would be no buses or coaches leaving the depot before 7.00am. In a typical week there may possibly be up to 2, and in a typical month, up to 8 buses departing the depot before 7AM.
- Early start-up - Most bus departures occur after 7AM. Buses starting up before 6AM is rare. It would be difficult to envisage more than 1 per month and to minimise any noise impact it is manoeuvred to ensure an easy exit the day prior. On occasion (but rarely) the business may be requested by State Rail to help in an emergency if trains are not able to operate which may occur early in the morning.

- Buses have minimal idling time - As per the operating and driver induction manuals, noise is to be (and has been since 2010) kept to a minimum. Start-up procedures allow for an idling time of 3 minutes prior to departure and 2 – 3 minutes on return.
- Induction of new bus drivers - A program of inducting new bus drivers and office staff will be undertaken in relation to onsite parking arrangements and noise minimisation as described above. As a minimum this will include instructions as to:
 - Bus and car parking configuration on the property
 - Operations in relation to on-site manoeuvring for staff vehicles and buses.
 - Noise minimisation measures

Based on the above, it is assessed that the regularisation of the established land use will not result in any significant unacceptable offsite impacts that may limit the use or enjoyment of nearby or adjoining land.

5.4.4 Part C9 – Waste Management

Operational waste management has been considered and addressed by the proposal.

Provision for a bin storage area is established and maintained on the site by the proposal. The land use generates modest waste and the site has appropriate provision for curb side access and collection in Tepko Road.

Based on the above the proposal is assessed as satisfactory in addressing waste management considerations.

5.4.5 Broader DCP Compliance Assessment

Clause	Compliance with Requirement	Consistent with aims and objectives
Part B - Built Form Controls – addressed above		
Part C - Siting Factors		
C2 Traffic, Access and Safety	Yes – previously addressed	Yes
C3 Parking Facilities	Yes – previously addressed	Yes
C4 Stormwater	Drain to existing via gravity means - Yes	Yes
C5 Erosion and Sedimentation	NA	NA
C8 Demolition and Construction	NA	NA
C9 Waste Management	Yes	Yes

Clause	Compliance with Requirement	Consistent with aims and objectives
Part D - Design		
D1 Landscaped Open Space and Bushland Setting	Yes	Yes
D6 Access to Sunlight – NA	Yes	Yes
D7 Views – NA	Yes	Yes
D8 Privacy – NA	Yes	Yes
D9 Building Bulk	Yes	Yes
D10 Building Colours and Materials	Yes	Yes
D11 Roofs	Yes	Yes
D12 Glare and Reflection	Yes	Yes
D16 Swimming Pools and Spa Pools – NA	Yes	Yes
D22 Conservation of Energy and Water	Yes	Yes
Part E - The Natural Environment		
E1 Private Property Tree Management - NA	Yes	Yes
E4 Wildlife Corridors – NA	Yes	Yes
E5 Native Vegetation – NA	Yes	Yes
E8 Waterways and Riparian Land – NA	Yes	Yes
E10 Landslip Risk – NA	Yes	Yes
E11 Flood Prone Land – NA	Yes	Yes

6 Section 4.15 of the Environmental Planning and Assessment Act 1979

The proposal has been assessed having regard to the matters for consideration pursuant to S.4.15 of the Act and to that extent Council can be satisfied of the following:

The proposal is suitable for the site and the location noting the following:

- Given the chartered nature of transport and small scale of the bus fleet, the land use is entirely appropriate for this site and in this location.
 - The land use is appropriately characterised as a *bus depot*
 - The proposal has been considered in light of the IN2 objectives and found to be entirely consistent with these objectives.
 - The importance of bus transport to the Northern Beaches region is significant. Without light or heavy rail systems, the Northern Beaches region relies heavily on its public and private network of buses to meet to areas public transport needs.
 - The business provides a key service to the local Northern Beaches community. The land use is a valued, long established community-based service. It provides a component of the community infrastructure needed to accommodate community transport services, albeit within a private enterprise, that supports the region.
-
- There will be no significant or unreasonable adverse built environment impacts arising from the proposed land use.
 - The site is appropriate for accommodating the proposed development. The proposal has sufficiently addressed environmental considerations. There will be no significant or unreasonable adverse environmental Impacts arising from the proposal.
-
- The proposal will result in positive social and economic impacts, noting:
 - Direct and broader economic benefits from the capital investment associated with the development
 - Employment during the construction and operational phases of the development
 - Economic benefits, arising from the investment in improvements to the land
-
- The proposal is permissible and consistent with the objectives of the zone, pursuant to the LEP. Furthermore, is satisfies the relevant provisions of the council's DCP.
 - It is compatible with the current and likely future character of development within the local context.
 - It will not result in any significant unacceptable offsite impacts that limit the use or enjoyment of nearby or adjoining land.

- The proposal will have an acceptable impact when considering key amenity issues such as visual impact, views, overshadowing, noise and privacy.
- Given the site's location and established function, the site is assessed as being entirely suitable for the proposed development.
- The public interest is best served through the approval of the application.

In terms of the site's suitability:

The characteristics of the site, its land use context and its location are described in Section 2 of this report titled Site Analysis. The site is suitable in accommodating the proposed redevelopment for the following reasons:

- It is of sufficient location and of the appropriate zoning to accommodate the proposal.
- The site is located within a major, 'combined' strategic centre serving the region and is accessible to various transport modes including, private vehicles, buses, walking and cycling.
- It is compatible with the current and likely future land use mix of development within the zone.
- It will not result in any significant unacceptable offsite impacts that limit the use of nearby or adjoining land.
- It is not environmentally constrained.

7 Conclusion

The application seeks development consent for change of use to bus depot and signage to the property at 11 Tepko Road, Terrey Hills.

The proposed bus depot use will complement the established land use functions on the site and the location.

The property is appropriately portioned, configured and located to accommodate the proposed bus depot. It is centrally located within the Light Industrial zone. It has sufficient onsite parking provision. It has the capacity to accommodate all of its key functions on the site and within the property. It can be operated within the appropriate and prevailing environmental limitations.

The proposal is a permissible land use within the zone and supports Council's objectives for the generation of jobs and urban services within the Northern Beaches. The proposal will not give rise to any significant or unreasonable adverse environmental consequences.

It is our considered opinion that there is strong Town Planning justification for the proposed development. The proposal succeeds when assessed against the Heads of Consideration pursuant to section 4.15 of the Environmental Planning and Assessment Act, 1979 and should be granted development consent.

BBF Town Planners



Michael Haynes
Director

Appendix 1 Key operational provisions in relation to on-site vehicle parking and manoeuvring

On-site parking configuration plan

A total of ten (10) bus parking bays will be made available to accommodate the 10 buses and six (6) line marked staff car parking spaces will be provided at the property in accordance with the layout indicated on Figure 1.

To accommodate the infrequent need to 'shuffle' vehicles within the property, spaces no.5 and 6 will be allocated as 'standby' parking spaces.

On-site parking operation/demand

During regular operations, as buses depart from the property, the demand for staff parking for bus drivers progressively increases as the need for Bus parking diminishes. When this occurs, bus drivers' cars replace the buses that are going into use. When all buses are in operation / use, the demand for staff parking for bus drivers will be at its peak (i.e. all drivers' cars parked on the allocated bus spaces or the available dedicated staff spaces).

Conversely, as buses return to the property, the demand for staff parking for bus drivers progressively diminishes, to the point that, when all buses are on-site, the demand for staff parking for bus drivers is nil (i.e. each driver departs from the property by his/her own vehicle as they return the buses to the allocated space).

As there will be 10 bus spaces available at the property for drivers to park their own cars as they assume duty, there will be 6 spare staff parking spaces available for the occasional need to shuffle parked vehicles.

Bus parking and manoeuvring

As a bus depot there is no need for separately accessible parking spaces for either buses or staff parking. There is an acceptance that staff will be employed to coordinate the bus

arrivals/departures in accordance with bus trip scheduling and the on-site parking configuration plan.

Bus parking and manoeuvring will be undertaken on the site in the manner described within the OMP.

This parking configuration will be displayed on a plan in a suitably visible location within the office and internal parking area of the property.

Management of onsite car and bus parking

The allocation and management of onsite car and bus parking within the depot will adopt the following principles:

Staff parking spaces No. 1 to 4 will be prioritised for office staff.

Standby spaces No. 5 and 6 may only be occupied temporarily by the arriving drivers' cars while they or an office staff manoeuvre the allocated buses away from their allocated bays.

Once the buses are vacated from the allocated bays, the staff drivers' cars must be moved to the vacated bus bays.

The staff drivers must inform the office staff to vacate their vehicles from the bus bays prior to approaching the property, and park their vehicles in the standby/staff spaces to allow the buses to enter and exit the property/depot with minimal delays.

The operator will endeavour to schedule its bus arrivals/departures with a minimum interval of 20 minutes to prevent the concurrent arrival/departure of more than two (2) buses and make allowance for on-site vehicle parking manoeuvres.

The management will commit to undertake an annual review of its onsite parking management strategy and make adjustments as necessary to ensure the amenity of its staff members and surrounding road users.