

STATEMENT OF ENVIRONMENTAL EFFECTS

Proposed Transport
Depot

No. 21 Middleton
Road, Cromer

Statement of Environmental Effects

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1 INTRODUCTION

This statement has been prepared in support of a Development Application proposing the use of part of the existing premises as a bus depot. The proposed physical works associated with this application include minor demolition works, adjustments to the existing hardstand areas and kerbs, lighting, line marking, new lease area fencing and the construction of fuel storage and fuel bay facilities.

In the preparation of this application consideration has been given to site-specific advice obtained in relation to traffic, acoustics and air quality. 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;
- Survey prepared by Intrax;
- Acoustic report prepared by Acoustic Dynamics;
- Traffic report prepared by TTPA; and
- Air Quality Assessment prepared by Todoroski Air Sciences.

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

- The Environmental Planning and Assessment Act, 1979;
- Warringah Local Environmental Plan 2011; and
- Warringah 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 appropriately managed through the operational measures 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 development site comprises the eastern part of the Ausgrid landholding (Lot 6 in DP771621) which occupies an area of 28,330 square metres on the corner of Middleton Road and Dympa Street in the central part of the Cromer Industrial area. The site is currently used as a depot for the maintenance and replacement of electrical distribution infrastructure. The leased portion of the site upon which the proposed bus depot will operate is located along its eastern edge being a generally rectangular and elongated area of land of some 6,131 square metres. The subject site and the proposed leased area are depicted in Figure 1 below.

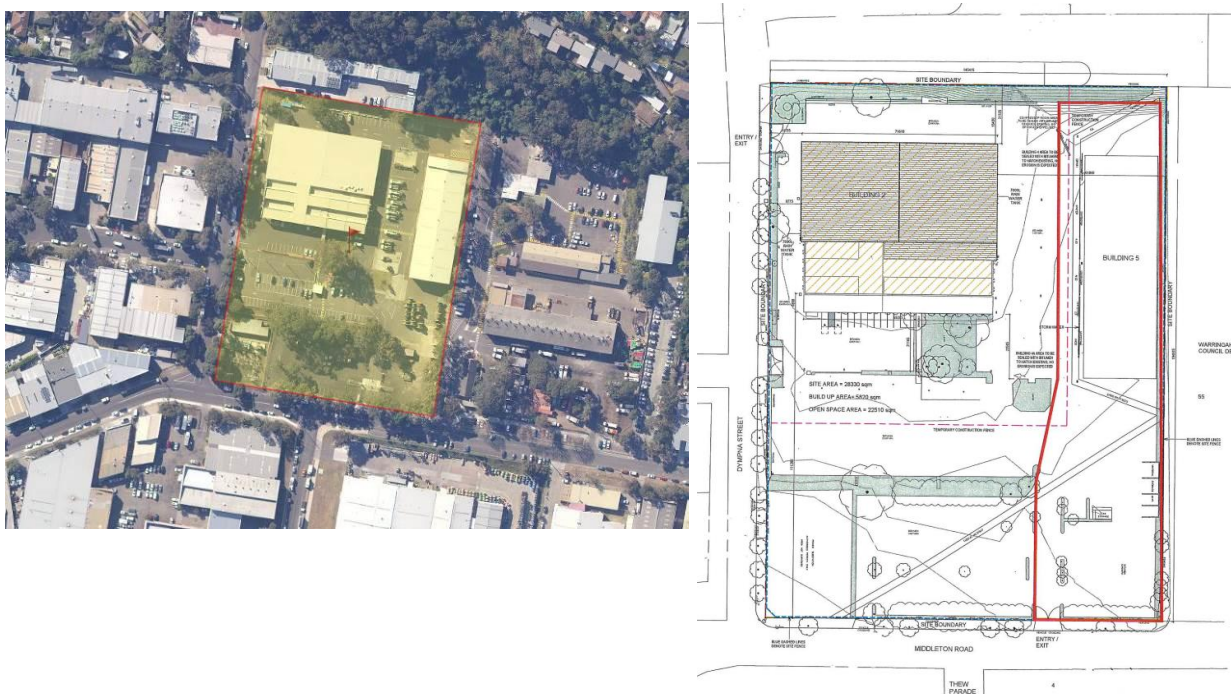


Figure 1 - Aerial photograph of subject property together with nominated area of proposed bus depot

The proposed bus depot site is relatively level rising slightly to the north and there is a large existing warehouse building occupying the northern part. The southern part of the site is used for open storage and vehicle access is provided by a combined ingress/egress driveway located at the western site boundary. Much of the site comprises 'hardstand' pavement apart from some trees in the southern part.

The site is adjoined to the east by the large Northern Beaches Council Depot while warehouses, factories and service industries as well as some industrial unit complexes are spread throughout the Cromer Industrial Area.



Figure 2 – Subject site as viewed from Old Pittwater Road

2.2 Zoning and key environmental considerations

The property is zoned IN1 General Industrial pursuant to Warringah Local Environmental Plan 2011 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
- Air quality

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 the use of part of the existing premises as a bus depot. The proposed physical works associated with this application include minor demolition works associated with existing soil bins and concrete pole supports, lighting, line marking, new lease area fencing and the construction of fuel storage and fuel bay facilities.

The proposed works are depicted on the following plans prepared by Noxongiffen:

DA01.00	SCHEDULES
DA01.01	LOCATION & LEGENDS
DA01.02	SITE ANALYSIS
DA02.00	GENERAL ARRANGEMENT
DA02.01	PLAN - SITE
DA02.02	ELEVATIONS
DA03.00	DETAILS
DA03.01	FUEL BAY

It is proposed to retain the existing shed structure and utilise it for the purpose of parking buses and provision of driver amenities with the balance of the buses, and staff/ driver vehicles, parked on the external hard stand areas of the site.

The proposed depot will provide initially for 34 buses increasing over time to a maximum of 60 buses (12.5m) with 45 car parking spaces. We note that during normal operation 5 buses will remain in reserve on site. The buses will principally be for charter services while some future provision is envisaged for route service buses. Buses will commence departing at 6.00am and all will return by 11.00pm. The existing vehicle access driveway will be retained while the western boundary will be fenced to provide separation from the remaining Ausgrid property. The depot will employ approximately 55 bus drivers and 2 on-site support staff.

The accompanying acoustic report prepared by Acoustic Dynamics details the acceptability of the proposal from acoustic perspective. This report contains a number of recommendations and no objection would be raised should appropriately worded conditions be included within the 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 noting that in addition to the 45 designated car parking space that additional staff parking will be catered for through the use of vacant bus parking spaces. In this regard, no objection is raised to such requirement forming an appropriately worded condition of development consent.

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 Warringah Local Environmental Plan 2011

Warringah Local Environmental Plan 2011 is the principal local environmental planning instrument applicable to the land. The relevant provisions of the Warringah LEP 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 IN1 General Industrial pursuant to Warringah Local Environmental Plan 2011 with transport depots permissible with consent. The objectives of the IN1 General Industrial Zone are as follows:

- *To provide a wide range of industrial and warehouse land uses.*
- *To encourage employment opportunities.*
- *To minimise any adverse effect of industry on other land uses.*
- *To support and protect industrial land for industrial uses.*
- *To enable other land uses that provide facilities or services to meet the day to day needs of workers in the area.*
- *To enable a range of compatible community and leisure uses.*
- *To maintain the industrial character of the land in landscaped settings.*

The proposed bus depot satisfies the relevant zone objectives as provides facilities and services to meet the day to day transport needs of the community whilst also creating employment opportunities. The proposal does not compromise the industrial character of the land or its established landscape setting. Accordingly, there is no statutory impediment to the granting of consent.

4.1.2 Height of buildings

Pursuant to clause 4.3 of Warringah LEP 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 does not alter the established height of the existing building with all proposed works located well below the 11 metre height standard. As the development satisfies the numerical standard it is also deemed to comply to the associated objectives. Accordingly, there is no statutory impediment to the granting of consent.

4.2 Warringah Development Control Plan

Warringah DCP contains development controls for the design and construction of buildings and the development of land in Warringah. The proposed development has been assessed against the relevant provisions of Warringah 21 DCP as outlined in the following sections of this report.

4.2.1 Warringah Development Control Plan Compliance Table

Control	Requirement	Proposed	Compliance
B6 Side Boundary Setbacks	Merit Assessment	The proposal maintains the existing side boundary setbacks to the building. The fuel storage tank and fuel bay structure are located away from the side boundaries with their height and massing not giving rise to any adverse amenity impacts. The proposed structures satisfy the objectives of the control.	Yes – As existing
B7 Front Boundary Setbacks	4.5m	<p>The existing front setbacks are to remain to the building which are in excess of the 4.5m control.</p> <p>The proposal fuel storage tank and fuel bay are located away from the front boundary, well behind the 4.5 metre setback line, with their height and massing not giving rise to any adverse amenity impacts. The proposed structures satisfy the objectives of the control.</p>	Yes
B10 Rear Boundary Setbacks	Merit Assessment	The proposal maintains the existing rear setback to the existing building.	Yes
C2 Traffic, Access and Safety	To minimise: a) traffic hazards; b) vehicles queuing on public roads c) the number of vehicle crossings in a street; d) traffic, pedestrian and cyclist conflict; e) interference with	A traffic and parking report has been prepared by TTPA and accompanies this application. The report concludes that the site will be suitable to accommodate the 60 buses with 45 dedicated staff parking spaces. The external impacts to the road network are considered minimal and acceptable. Will be recycled	Yes

Control	Requirement	Proposed	Compliance
	public transport facilities; and f) the loss of "on street" kerbside parking.		
C3 Parking Facilities	<ul style="list-style-type: none"> • To provide adequate off street carparking. • To site and design parking facilities (including garages) to have minimal visual impact on the street frontage or other public place. • To ensure that parking facilities (including garages) are designed so as not to dominate the street frontage or other public spaces. 	<p>As mentioned above, a traffic and parking report has been provided and determines that the proposed 60 buses with 45 staff carparking spaces on the site is acceptable.</p> <p>The report does recommend the preparation of a parking management plan noting that in addition to the 45 designated car parking space that additional staff parking will be catered for through the use of vacant bus parking spaces. In this regard, no objection is raised to such requirement forming an appropriately worded condition of development consent.</p>	Yes
C4 Stormwater	<p>Improve the quality of water discharged to our natural areas to protect and improve the ecological and recreational condition of our beaches, waterways, riparian areas and bushland;</p> <p>To minimise the risk to public health and safety; To reduce the risk to life and property from any flooding and groundwater damage;</p>	All stormwater will be connected to the existing stormwater disposal system.	Yes
C8 Demolition and Construction	<ul style="list-style-type: none"> • To manage demolition and construction sites so that there is no unreasonable impact on 	Minor demolition works associated with existing soil bins and concrete pole supports.	Yes

Control	Requirement	Proposed	Compliance
	<p>the surrounding amenity, pedestrian or road safety, or the natural environment.</p> <ul style="list-style-type: none"> • To promote improved project management by minimising demolition and construction waste and encouraging source separation, reuse and recycling of materials. • To assist industry, commercial operators and site managers in planning their necessary waste management procedures through the preparation and lodgement of a Waste Management Plan • To discourage illegal dumping. 	<p>Concrete and steel will be recycled.</p> <p>No unreasonable amenity impacts are anticipated with the proposed works.</p>	
C9 Waste Management	<ul style="list-style-type: none"> • To facilitate sustainable waste management in a manner consistent with the principles of Ecologically Sustainable Development (ESD). • To achieve waste avoidance, source separation and recycling of household and industrial/commercial waste. • To design and locate waste storage and collection facilities which are convenient and easily accessible; safe; hygienic; of an adequate size, and with minimal 	<p>Demolition materials we recycled.</p> <p>Any waste associated with the bus depot will be sorted into putrescible and recycling bins with approximately 2m³ of waste generated per week.</p>	Yes

Control	Requirement	Proposed	Compliance
	<p>adverse impacts on residents, surrounding neighbours, and pedestrian and vehicle movements.</p> <ul style="list-style-type: none"> • To ensure waste storage and collection facilities complement waste collection and management services, offered by Council and the private service providers and support on-going control for such standards and services. • To minimise risks to health and safety associated with handling and disposal of waste and recycled material, and ensure optimum hygiene. • To minimise any adverse environmental impacts associated with the storage and collection of waste. • To discourage illegal dumping 		
D3 Noise	<ul style="list-style-type: none"> • To encourage innovative design solutions to improve the urban environment. • To ensure that noise emission does not unreasonably diminish the amenity of the area or result in noise intrusion which would be unreasonable for occupants, users or 	<p>Acoustic Dynamics have prepared a report which demonstrates that the proposed bus depot will achieve compliance with EPA standards.</p> <p>We raise no objections to the recommendations provided within the acoustic report being included as part of the consent.</p>	Yes

Control	Requirement	Proposed	Compliance
	visitors.		
D8 Privacy	<ul style="list-style-type: none"> • To ensure the siting and design of buildings provides a high level of visual and acoustic privacy for occupants and neighbours. • To encourage innovative design solutions to improve the urban environment. • To provide personal and property security for occupants and visitors. 	<p>The proposal will not result in any unreasonable impacts to visual privacy to neighbouring commercial buildings.</p> <p>The acoustic report provided demonstrates that the bus depot will not create any unreasonable level of acoustic privacy impacts.</p>	Yes

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 this 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 the accompanying traffic 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

Waste Collection

Waste generation will be minimal and collected via a private waste contractor.

Natural hazards

The subject property is not affected by any natural hazards.

Economic Impact in the locality

The proposed bus depot will employ 57 staff. The subject proposal is employment generating.

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 suitability 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 industrial 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 bus depot use.

4.3.4 Any submissions received 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 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 appropriately managed through 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.



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